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No. 152, 13th YEAR, FEBRUARY, 1967

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First member of the Women's Royal Naval Service since the end of the Second World War to be sworn as an official shorthand writer at a naval court martial in the Far East is 20-year-old Gillian Robbins, daughter of Mr. and Mrs. V. A. Robbins, of Bulwark, near Chepstow

SECOND SEA LORD HAS IMPORTANT NEW POST

Changes, "designed to help the Minister of Defence in the formulation of defence policy," recently announced, involve the move of Admiral Sir Desmond Dreyer from the post of Second Sea Lord to that of Chief Adviser Personnel and Logistics—a completely new appointment.

To fill the vacancy thus made, Vice-Admiral Sir Peter Hill-Norton will hold the position until August. On the civil side the post of Navy Minister has been abolished. Mr. Maurice Foley has been appointed the new Under-Secretary of the Admiralty Board.

(See also page 8)



Admiral Dreyer



Mr. Maurice Foley



Vice-Admiral Hill-Norton

DEFENCE CUTS BEGIN TO BITE

As talks opened in Capetown at the end of January on Britain's decision to withdraw its permanent force from the nearby Simonstown naval base, the House of Commons was being given details of the ending of the Royal Navy's 170-year association with Malta.

In each case defence cuts are beginning to bite, though the figures for estimated savings are a fleabite in the Services' budget.

From the Simonstown base could be taken the Commander-in-Chief, South Atlantic and South America, and the sole remaining frigate.

In view of the political situation in southern Africa, the Capetown talks are unlikely to stir public or Service reaction, but quitting Malta and the Mediterranean is a decision causing pangs of conscience and doubt, and a major political row.

Again, the saving, compared with overall defence expenditure, is only about £6,000,000 a year, but the importance of the economies may be regarded more as a token of the Government's aims than immediate results.

The Mediterranean Squadron (destroyer Dainty and frigates Rhyl and Lowestoft) will be returning to the United Kingdom this spring, followed by the

Fleet Maintenance Unit and shore support facilities.

Six coastal minesweepers will be withdrawn in September.

Admiral Sir John Hamilton will cease to be Commander-in-Chief, Allied Forces, Mediterranean, in April. His place may be taken by an Italian admiral in a new amalgamation of NATO's Mediterranean and Southern European Commands.

The NATO admiral would have a British Chief of Staff—probably a vice-admiral.

More than 800 Maltese are serving with the Navy, 250 as stewards and 210 as cooks, and it is planned to run down the numbers to under 400 by 1969. This could be effected by normal wastage.

Two Hermes pilots die

Lieut. James Smith, pilot of a Sea Vixen, and Lieut. John Edward Betterton, pilot of a Wessex helicopter, lost their lives during flying exercises from H.M.S. Hermes off Gibraltar on January 23.

The observer of the Sea Vixen and the crew of three of the Wessex were rescued.

The aircraft carrier, which has been based at Portsmouth since July last, after spending two years in Devonport Dockyard undergoing modernisation, sailed from Portsmouth on January 16. She will relieve H.M.S. Victorious.

NAVAL DIVING TEAM'S CONISTON SEARCH ORDEAL

In biting cold, in the eerie black depths of Coniston Water, a team from Scotland and Northern Ireland Command Diving Centre at H.M.S. Safeguard, Rosyth, endured extreme conditions in the effort to recover the body of Donald Campbell.

After the disastrous end to Campbell's water-speed record attempt with Bluebird, the nation waited for ten days while the divers pin-pointed the wreckage, and followed every theory and tested every clue in their efforts to find the body.

Failure was a bitter disappointment for a team which worked so hard in circumstances reaching the limit of endurance.

Eight divers were engaged, and Bluebird's depth—142 feet—gave them a maximum working time on the bottom of 14 minutes.

In decompressing coming up, they stopped five minutes at 20 feet and a further five at ten feet.

FULL CREDIT

That was when the cold really set in. There was nothing to be done there except to hang suspended until the time dragged by.

"The team did extremely well in conditions which were as bad as could be found anywhere," said Lieut.-Cdr. John Fletcher, leader of the team. "I give the divers full credit for the way they worked the whole time."

The divers in the team were PO Ted Shennan, from Tunbridge; LS Charlie Kempson,

Leicester; LS Peter Gallant, Woolwich; LS "Tansy" Lee, Lancaster; LS "Scouse" Vernon, Liverpool; AB "Errol" Flynn, Gillingham, Kent; AB Mick Crawford, Kingston-on-Thames; AB "Stewart" Grainger, Doncaster; AB "George" Porter, Plymouth.

One of the team has dived to 600 feet, and two have reached depths of over 400 feet. Their normal jobs include ship maintenance work, bomb and mine disposal, search and recovery of aircraft wreckage, and recovering ship's anchors.

(See also page ten)

For West Indies

The destroyer London, accompanied by the frigates Phoebe and Berwick, the submarine Artful and the tanker Olna, under the command of Rear-Admiral M. P. Pollock, Flag Officer, Second-in-Command, Home Fleet, left Portsmouth on January 9 for the West Indies.

Calls will be made at St. Vincent, St. Lucia, Barbados, the Grenadines, and Bermuda, as well as the U.S. Naval Base of San Juan, Puerto Rico.

On passage the ships will exercise with the Royal Netherlands Navy Ship Limburg, commanded by Capt. Frans Visee, R.N.N.

The third International NATO Naval Squadron (Match Maker III), which formed up off Bermuda on January 19, consists of H.M.S. Berwick and ships from Canada, the United States, and Netherlands.



ARMFULS OF CHARM

SA Carson, from the carrier Victorious, helped to distribute gifts and entertain orphaned children at Barossa convent

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No 'Dracula' near the end

Sailors are different from landmen, and Service men from civilians. All of us in the Navy have to face the change—the very marked change—that leaving it for the shore and for civilian life involves, and you may be interested in how Drafty takes account of the problems of men nearing the time to leave.

How far is the Navy committed to preparing a man for his translation into a civilian? Drafty is bound by the rules to see that a man completing time for pension spends his last four months on U.K.-based service, but here I must point out that this covers anything from protecting fish in the Faroes Channel to a job on the home doorstep.

However, C.N.D. tries to do much more, and he usually contrives that a man spends these last four months in the port area of his choice.

If you are within six months of completing time for pension you may also apply for a full-time month-long P.R.V.T. course, and every effort will be made for you to take it.

If at this time you are already in the United Kingdom, there is no great difficulty, but if you are abroad, Drafty has to make sure that you are back in the U.K. in time.

Your ship is responsible for telling the C.N.D. in time for a relief to be provided.

SHORTER ENGAGEMENTS

If you decide to leave at the end of a shorter engagement, the Navy does not promise you the same benefits.

Drafty is obliged to bring you home in time to take your terminal leave—no obligatory spell in the U.K. beforehand—and if for some Service reasons even this cannot be achieved, you can be kept in a complement billet right up to your last day, and be paid for your terminal leave after that date.

Needless to say we only do this on the rare occasions when we must.

If you complete a 9-, 12-, or 14-year engagement, you may apply for a full-time P.R.V.T. course, but will only be allowed to take it if there is a vacant place not being used by a man going to pension and if you can be spared without relief.

DRAFTY'S CORNER

Why does Drafty send men nearing the end of their engagement to sea when they cannot complete a commission?

Petty Officer Alfred, a near-pensioner coming to the top of the overseas roster, would not normally be sent to a G.S.C. or F.S.C. ship, because he would have to be relieved in mid-commission, which is not only unpopular with the ship, but also causes turbulence to his relief.

A similar shorter service man, Petty Officer Baker, with a reasonable time left to serve, could, however, be sent, because we don't know if he intends to re-engage, or indeed change his mind about re-engaging at the last moment.

To leave him on the shelf would be manifestly unfair to men lower down on the roster who are not yet due for their turn of overseas service, some of whom may have made up their minds to re-engage earlier.

SHORT-TERM DRAFTS

However, both Petty Officers Alfred and Baker, if due for overseas service or home sea service, but with not all that long left to serve in their engagements, are the "natural" choice for a short-term draft to fill a vacancy caused by sickness, compassionate draft, etc., because not only are they due for this service, but sending them avoids a great deal of turbulence to others who are enjoying their earned term of port service.

Your view of the fairness of this procedure is bound to be coloured by where you happen to be in the drafting cycle as

the end of your engagement draws near, but I hope that what has been said will help you understand why these end-of-engagement-type drafts have to be made.

It is not just Drafty exacting the last drop of blood.

LATEST FILM RELEASES



Samantha Eggar in "Walk, Don't Run"

LAUGHS, SAUCE AND SPICE

Saucy comedy abounds in the latest list of releases by the Royal Naval Film Corporation, a guaranteed laugh being the well-known "Boeing Boeing."

Another popular farce is "Those Magnificent Men in Their Flying Machines"—one of the best screen productions of recent years.

The full list of releases is as follows:

Walk, Don't Run.—Cary Grant, Samantha Eggar. Light-hearted comedy romance with background of Tokyo Olympics.

An interesting item is the most recent drafting forecast released by the Admiralty Board, is the commissioning on May 1 at Rosyth of H.M.S. Rapid as a tender to H.M.S. Caledonia for the training of engine room artificers.

Rapid, an early "Type 15" first-rate fast anti-submarine frigate, was built between 1941 and 1943 as a destroyer, being fully converted to frigate in 1952-53.

H.M.S. Intrepid—sister ship of H.M.S. Fearless—will commission on March 2 and, after a period of Home Sea Service, will sail for foreign service, east of Suez. These two assault ships, with their helicopters, landing craft and tanks, manned by men of the three Services, are bringing an entirely "new look" to the Far East Fleet.

LALESTON (C.M.S.) February 6 at Portsmouth. Home Sea Service Commission February 27 vice Miner III U.K. Base Port, Portsmouth.

SHOULTON (C.M.S.) February 21 at Portsmouth for trials. Commissions April 4. 3rd M.C.M. Squadron U.K. Base Port, Portsmouth.

APPLETON (C.M.S.) February 7 at Gibraltar. Foreign Service (Middle East). 9th M.C.M. Squadron (vice Kidarion). (E).

INTREPID (Assault Ship) March 2 at Chatham. Home Sea Service/Foreign Service (East of Suez) from date of sailing U.K. Base Port, Devonport.

DIDO (GP Frigate) March 1 at Chatham. General Service Commission (Phased). Home/Far East/Home Captain's Command U.K. Base Port, Chatham.

PENELOPE (GP Frigate) March 16 at Devonport. Home Sea Service U.K. Base Port, Devonport (C).

DEFENDER (Destroyer) March 15 at Chatham. General Service Commission (Phased). Home/Far East/Home U.K. Base Port, Chatham.

KEPPEL (A/S Frigate) March 17 at Gibraltar for trials. Commissions May 12 for Londonderry Squadron. Home Sea Service U.K. Base Port, Rosyth.

GRENVILLE (A/S Frigate) March 17 at Portsmouth. Port Service Trials To Reserve on completion. (D/H).

CHILCOMPTON (C.M.S.) March 24 at Gibraltar. Home Sea Service Trials crew at Gibraltar. Commissions at Gibraltar for Fishery Protection Squadron. April 11.

LONDONDERRY (A/S Frigate) May 29 at Portsmouth. Port Service Special refit (Dockyard control).

NAIAD (A/S Frigate) May 4 at Portsmouth. General Service Commission (Phased). Home/Far East/Capt. (D). Londonderry U.K. Base Port, Portsmouth.

KEPPEL (A/S Frigate) May 12 at Gibraltar. Home Sea Service, Londonderry Squadron U.K. Base Port, Rosyth.

LONDONDERRY (A/S Frigate) May 29 at Portsmouth. Port Service Special refit (Dockyard control).

DANAE FLIGHT May at Portland. General Service Commission. Wasp U.K. Base Port, Devonport.

DANAE (GP Frigate) May 19 at Devonport for trials. Commissions September. (Captain's command). (C).

RUSSELL (A/S Frigate) May. At Portsmouth Reserve crew Port Service.

HARSHIRE (G/M Destroyer) June 15 at Portsmouth. General Service Commission (Phased). Home/Far East U.K. Base Port, Portsmouth.

JUNO (GP Frigate) June 12 at Southampton. General Service Commission. Home/Far East. Captain's Command. U.K. Base Port, Chatham (C).

DIAMOND (Destroyer) July 7 at Chatham. Port Service for trials. Commissions August 4.

AURORA (GP Frigate) July 13 at Chatham. General Service Commission (Phased). Home/Middle East/Home U.K. Base Port, Chatham.

SALISBURY (A/D Frigate) July 24 at Devonport. Port Service. L.R.P. complement.

ZULU (GP Frigate) July 27 at Rosyth. General Service Commission (Phased). Home/Middle East/Home U.K. Base Port, Rosyth. (C).

BERWICK (A/S Frigate) July 31 at Devonport. Special refit (Dockyard Control). Port Service.

BLACKWOOD (A/S Frigate) July. At Rosyth. Reserve crew Port Service.

DIAMOND (Destroyer) August 4 at Chatham. General Service Commission. Home/Far East/Home U.K. Base Port, Chatham.

JAGUAR (A/A Frigate) August 4 at Chatham for trials. Port Service. Commissions September 29.

DECOY (Destroyer) August 15 at Portsmouth. General Service Commission. Home/Far East/Home U.K. Base Port, Portsmouth.

JUNO FLIGHT August at Portland. General Service Commission. Wasp U.K. Base Port, Chatham.

ARGONAUT (GP Frigate) August 17 at Hebburn. General Service Commission. Home/Far East/Home U.K. Base Port, Portsmouth.

PALLISER (A/S Frigate) August. At Rosyth. Port Service. Reserve crew.

PUNCHSTON (C.M.S.) September 9 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

DANAE (GP Frigate) September at Devonport. General Service Commission (Home/Far East. Captain's command. U.K. Base Port, Devonport. (C).

Boeing Boeing.—Tony Curtis, Jerry Lewis. A light-hearted farce. Slightly saucy

Those Magnificent Men in Their Flying Machines.—Sarah Miles, Stuart Whitman, James Fox. Riotous and farcical comedy about the pioneers of aviation in a prize race across the English Channel.

Walk, Don't Run.—Cary Grant, Samantha Eggar. Light-hearted comedy romance with background of Tokyo Olympics.

Boeing Boeing.—Tony Curtis, Jerry Lewis. A light-hearted farce. Slightly saucy

COMMISSIONING FORECAST

Rapid's duty—ERA training at Rosyth

ALVERTON (C.M.S.) March (tentative date). Towing crew from Singapore to Gibraltar. Home Sea Service.

FLOCKTON (C.M.S.) March (tentative date). Towing crew from Gibraltar to U.K. Home Sea Service.

GLAMORGAN FLIGHT April at Portland. General Service Commission. Wexham U.K. Base Port, Portsmouth.

REPTON (C.M.S.) April. Home Sea Service. Towing crew from U.K. to Gibraltar. Home Sea Service.

SHOULTON (C.M.S.) April 4 at Portsmouth. Home Sea Service. 3rd M.C.M. Squadron U.K. Base Port, Portland.

CAPRICE (Destroyer) April 5 at Chatham. General Service Commission (Phased). Home/Far East/Home U.K. Base Port, Chatham.

DAINTY (Destroyer) April 6 at Portsmouth. General Service Commission (Phased). Home/Far East/Home U.K. Base Port, Portsmouth.

DIANA (Destroyer) April 15 at Devonport. General Service Commission (Phased). Home/Far East, U.K. Base Port, Devonport.

RAPID (A/S Frigate) May 1 at Rosyth. Port Service. Training U.K. Base Port, Rosyth.

DUNDAS (A/S Frigate) May at Gibraltar. Local Foreign Service L.R.P. complement.

RHYL (A/S Frigate) May at Rosyth. Port Service. Special refit. (Dockyard control).

LOWESTOFT (A/S Frigate) May at Chatham. Port Service. Special refit (Dockyard control).

NAIAD (A/S Frigate) May 4 at Portsmouth. General Service Commission (Phased). Home/Far East/Capt. (D). Londonderry U.K. Base Port, Portsmouth.

KEPPEL (A/S Frigate) May 12 at Gibraltar. Home Sea Service, Londonderry Squadron U.K. Base Port, Rosyth.

LONDONDERRY (A/S Frigate) May 29 at Portsmouth. Port Service Special refit (Dockyard control).

DANAE FLIGHT May at Portland. General Service Commission. Wasp U.K. Base Port, Devonport.

DANAE (GP Frigate) May 19 at Devonport for trials. Commissions September. (Captain's command). (C).

RUSSELL (A/S Frigate) May. At Portsmouth Reserve crew Port Service.

HARSHIRE (G/M Destroyer) June 15 at Portsmouth. General Service Commission (Phased). Home/Far East U.K. Base Port, Portsmouth.

JUNO (GP Frigate) June 12 at Southampton. General Service Commission. Home/Far East. Captain's Command. U.K. Base Port, Chatham (C).

DIAMOND (Destroyer) July 7 at Chatham. Port Service for trials. Commissions August 4.

AURORA (GP Frigate) July 13 at Chatham. General Service Commission (Phased). Home/Middle East/Home U.K. Base Port, Chatham.

SALISBURY (A/D Frigate) July 24 at Devonport. Port Service. L.R.P. complement.

ZULU (GP Frigate) July 27 at Rosyth. General Service Commission (Phased). Home/Middle East/Home U.K. Base Port, Rosyth. (C).

BERWICK (A/S Frigate) July 31 at Devonport. Special refit (Dockyard Control). Port Service.

BLACKWOOD (A/S Frigate) July. At Rosyth. Reserve crew Port Service.

DIAMOND (Destroyer) August 4 at Chatham. General Service Commission. Home/Far East/Home U.K. Base Port, Chatham.

JAGUAR (A/A Frigate) August 4 at Chatham for trials. Port Service. Commissions September 29.

DECOY (Destroyer) August 15 at Portsmouth. General Service Commission. Home/Far East/Home U.K. Base Port, Portsmouth.

JUNO FLIGHT August at Portland. General Service Commission. Wasp U.K. Base Port, Chatham.

ARGONAUT (GP Frigate) August 17 at Hebburn. General Service Commission. Home/Far East/Home U.K. Base Port, Portsmouth.

PALLISER (A/S Frigate) August. At Rosyth. Port Service. Reserve crew.

PUNCHSTON (C.M.S.) September 9 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

DANAE (GP Frigate) September at Devonport. General Service Commission (Home/Far East. Captain's command. U.K. Base Port, Devonport. (C).

Boeing Boeing.—Tony Curtis, Jerry Lewis. A light-hearted farce. Slightly saucy

Those Magnificent Men in Their Flying Machines.—Sarah Miles, Stuart Whitman, James Fox. Riotous and farcical comedy about the pioneers of aviation in a prize race across the English Channel.

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Boeing Boeing.—Tony Curtis, Jerry Lewis. A light-hearted farce. Slightly saucy

LANDAFF (A/D Frigate) September 19 at Singapore. Foreign Service (Far East) (Phased). (A).

DELIGHT (Destroyer) September 20 at Devonport. General Service Commission (Phased). Home/West Indies/Home U.K. Base Port, Devonport.

JAGUAR (A/A Frigate) September 29 at Chatham. General Service Commission. Home/Far East/Home U.K. Base Port, Chatham.

WISDON (C.M.S.) September 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

YARNTON (C.M.S.) September 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

KENT (G.M. Destroyer) October 5 at Chatham. General Service Commission. Home/Far East (Phased) U.K. Base Port, Chatham.

VIDAL (Surveying Ship) October (tentative date) at Chatham. Foreign Service (Far East) U.K. Base Port, Chatham. (A).

ASHANTI (G.P. Frigate) October 2 at Portsmouth. Port Service L.R.P. complement.

BEACHAMPTON (C.M.S.) October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

BURNASTON (C.M.S.) October 7 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

CHICHESTER (A/D Frigate) October 14 at Singapore. Foreign Service (Far East) (Phased). (A).

HECLA (Surveying ship) November at Devonport. General Service Commission (North Atlantic) U.K. Base Port, Devonport. (A).

ARGONAUT FLIGHT November at Portland. General Service Commission. Wasp U.K. Base Port, Portsmouth.

CHAWTON (C.M.S.) November 4 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E).

LINCOLN (A/D Frigate) Early December at Devonport. Port Service for trials. Commissions early February 1968.

ARETHUSA (GP Frigate) December at Portsmouth. General Service Commission (Phased). Home/Far East/Home U.K. Base Port, Portsmouth. (A).

HECATE (Surveying ship) December at Devonport. General Service Commission (North Atlantic) U.K. Base Port, Devonport. (A).

ZULU FLIGHT (Under consideration). December at Portland. General Service Commission. Wasp U.K. Base Port, Rosyth.

SIRIUS (GP Frigate) December at Singapore. Foreign Service (Far East). (Phased). (A).

BULWARK (Commando ship) Mid-December at Portsmouth. Home Sea Service/Foreign Service from date of sailing. U.K. Base Port, Portsmouth. SUBMARINES

NARWHAL March 2 (tentative date), at Rosyth. For service in 1st S/M Squadron.

(Continued in page 3)



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CAREER PERSONALITIES

THE BOMB THAT SAVED HIS LIFE

Few men can claim that they owe their lives to a bomb, but one of them is Lieut. E. F. Jerrum, who retires this month after being in the Royal Navy since 1923. But that was not the only occasion on which his lucky star was in the ascendant.

Time after time, during the war, he was "on the move" just at the right moment, and leaves now, after 44 years' service—20 of them in submarines—grateful that he was fortunate enough to "grow old gracefully."

He says that nothing went wrong for him after sounding off colours one Sunday at the stokers' training camp at St. Budeaux.

The establishment's only bugler was adrift. Jerrum, after four years a Boy Scout, could "blow a bugle out straight," and he was hastily summoned from washing for the job.

MISSED HIS SHIP

He joined the Submarine branch in February, 1928, and did not leave until he went to pension in 1948.

Vessels in which he served and which were later lost were the submarines Thames, Olympus, and Norwhal.

After service as second coxswain in Taku, he left to become coxswain of Usk, which was leaving for the Mediterranean in December, 1940.

"Two days before sailing," he says, "I went to the Carlton cinema at Portsmouth. The place was bombed, and instead of the Med. I found myself in Haslar Hospital."



Lieut. E. F. Jerrum

Usk was lost a couple of months later.

Outstanding in his memories is the spell in the submarine Telemachus. His commanding officer, Cdr. W. D. King, in his book "The Stick and the Stars," describes the adventures and running from Trincomalee and Fremantle on patrols round Singapore, Surabaya, etc.

In this submarine Jerrum was awarded the D.S.M. Later he got the B.E.M.

WONDERFUL LIFE

In April, 1949, Lieut. Jerrum joined the Careers Service, and has spent the last 18 years in Preston, London, and Acton.

"All in all I have had a wonderful life," he says.

Points leaders on rosters

The following table shows the total points of each man at the top of each roster as at January 1, 1967. The number in brackets indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate), it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, VG conduct, or medically unfit have been omitted.

Points awarded on November 30, 1966, are not effective until April 1, 1967.

CPO	PO	LS
201(2)	38(7)	Int.
CHSMKR	SLMKR	
118	Dry	
CPWTR	POWTR	LWTR
172	Int.	9
CPOSA(V)	CPOSA(S)	POSA
160	176	29(3)
LSA		
7127		
CPOCK(S)	POCK(S)	LCK(S)
157(3)	131(2)	35(2)
CPOSTD	POSTD	LSID
196	93	Int.
CPOCK(O)	POCK(O)	LCK(O)
214(2)	92	12(3)
MAA	RPO	
153(2)	67(4)	
CRERA/	CHM(E)	POM(E)
CHMECH	Int.	Int.
LNHE		
CHISHT	CHJNR	
Dry	Dry	
COA	CCA(W)	
Dry	Dry	
CEA/		
CHIEL		
MECH	CHL	POEL
Dry	168	Int.
LEM		
Dry		
CHREA/		
MECH	CHREL	POREL
Dry	128	Dry
LREM		
Dry		
CPOMA	POMA	LMA
39(2)	31(2)	Int.
CCY	CY	LRO(T)
152(2)	39	32(9)
CRS	RS	LRO(G)
169	Int.	36
CRS(W)	RS(W)	LRO(W)
Dry	Dry	Dry
CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA(AIR)	CREA
Dry	CHREL	(AIR)
CHIEL	MECH	Dry
(AIR)	(AIR)	
CAF(AE)	POAF(AE)	LAM(AE)
225(4)	Int.	Int.
CAF(O)	POAF(O)	LAM(O)
221(2)	48	56
CA(AH)	POA(AH)	LA(AH)
195	75	Dry
CA(SE)	POA(SE)	LA(SE)
84	89	Int.
CA	POA	LA(PHOT)
(PHOT)	(PHOT)	80
183	98(2)	80
CA(MET)	POA(MET)	LAM(MET)
113	53	74
CHIEL	POEL	LEM(AIR)
(AIR)	(AIR)	Dry
197	29(5)	LREM
CHREL	POREL	(AIR)
(AIR)	(AIR)	Dry
198(2)	32	



BRIGHTON BEATS THE BEIRA BOREDOM

Relieving the monotony of long periods of patrol duties in H.M. ships, particularly small ones, is something of a problem, but H.M.S. Brighton, which arrived at Singapore on December 14, having steamed 24,000 miles in 85 days at sea since leaving the United Kingdom on August 22, 1966, managed to overcome boredom.

Most of the time the ship was employed on the Rhodesian oil blockade off Beira, over 300

(continued from page 2)

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and re-leave.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows (A)—All Cooks (S), Cooks (O) and all Stewards (B), Cooks (S) other than P.O., Cooks (S), all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O., all Cooks (O) and all Stewards (E)—Leading Cooks (S) and Stewards only, (F)—Cook (S) and Steward only.

ships being investigated and small boarding parties being sent to two tankers.

The ship's company amused themselves with all sorts of leisure activities—quizzes, 22 shooting competitions, chess, draughts, photography, sketching, in addition to the normal tombola and film nights.

A variety show, which revealed all sorts of hidden talent, was put on, and this was fortified by the ship's own guitar group, the Ramrods.

Some people took up correspondence courses and there were "keep fit" classes every evening. These proved invaluable to the Brighton's soccer team, who were rewarded by winning matches against H.M.S. Triumph, the heavy repair ship, with a much larger complement.

High spots so far were visits to Mombasa, practically everyone taking a few days leave to visit Nairobi, or to go up country on safari to the big game parks.

H.M.S. Brighton, built by

Messrs. Yarrow and Co. Scots-town, between October, 1959, and September, 1961, is a Rothesay class anti-submarine frigate of 2,600 tons (full load).

Her length is 370 ft. (o.a.), with a beam of 41 ft. Complement is about 200 officers and men.

Guns are two 4.5 in. in a twin mounting, and the anti-submarine weapons are two Limbo three-barrelled mortars. The 40 m.m. Bofors AA gun is to be replaced by a Seacat launcher and director.

EXCHANGE OF SHIPS

LRO(T) J. W. Curtis, H.M.S. Dido, being drafted to M.S.O., R.N.Bks, Portsmouth (over six months), on March 22, will exchange for draft to Admiralty or London area (over six months).

Shpt 2 G. Bell, H.M.S. Ark Royal, being drafted to Dolphin on February 20, for Home Sea Service (over six months) will exchange for draft anywhere in Scotland, preferably Rosyth area.

R. P. Bennett, Shpt i/c., H.M.S. Lochinvar, will exchange with similar rating in Devonport area.

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SHEFFIELD ... 45/6	BRISTOL ... 21/6
NOTTINGHAM ... 39/6	SALISBURY ... 10/6
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NORTHAMPTON ... 26/6	GLOUCESTER ... 27/6
LIVERPOOL ... 52/6	READING ... 13/6
MANCHESTER ... 49/6	PORTLAND ... 18/6
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To Chief Air Fitter (AE)
L/FX 820953 T. Mercer, L/FX 512524 A. S. Dockett, L/FX 851493 A. M. A. Beale.
To Chief Airman (AH)
L/FX 873518 J. Tutill.
To Chief Electrician (Air)
L/FX 876228 D. B. Upchurch, L/FX 874426 J. R. Mullender, L/FX 895389 A. V. Hinton.

To Acting Chief Radio Electrical Artificer (Air)
L/FX 928782 B. W. Kelly, L/FX 933811 K. E. Dorman.
To Chief Radio Electrical (Air)
L/FX 903506 R. S. Dick.
To Chief Petty Officer
JX 887584 T. Smith, JX 581886 R. J. Whale, JX 646481 T. McConnell, JX 760064 F. Harding, JX 859832 E. F. Russell, JX 854460 W. F. Hampson.
To Master-at-Arms
MX 830625 W. J. Godley.
To Chief Petty Officer Writer
MX 834415 W. J. Gibson, MX 848789 W. Keatinge, MX 894094 B. T. Herniman, MX 876849 T. M. Barr, MX 901036 G. W. Senior, MX 761872 T. N. Piper, MX 897365 J. D. Holloway, MX 909059 P. H. Grossett, MX 859672 K. Farmery.

To Chief Petty Officer Stores Accountant (V)
MX 912959 R. W. Preston.
To Chief Petty Officer Stores Accountant (S)
MX 876971 D. F. Parrish, MX 845004 R. Coates.
To Chief Petty Officer Cook (S)
MX 808691 A. H. Walker.
To Chief Petty Officer Steward
LX 923382 A. D. Morgan.
To Chief Mechanician
KX 907677 E. A. Rees, K 959508 D. C. Pearson.

To CERA
M 943719 B. Jones, MX 68744 B. S. C. Mackinnon, M 943970 J. H. Wells.
To Chief Joiner
MX 759097 J. Anderson.
To Chief MEK
KX 885089 J. W. Unwin, KX 783597 F. Vidgen.

To Chief OA
MX 913664 P. J. Dominy, M 943606 F. W. Sutton.
To Chief Control Artificer (W)
943776 S. B. Wilkins, M 956368 B. K. Stephen.

To Chief Electrician
MX 893401 D. F. Cooke.
To Chief REA
M 943679 J. D. Dickens, M 928934 J. R. Craig.

To Chief Radio Supervisor
JX 731868 A. Marsh.

To Chief Radio Supervisor (W)
J 936697 A. Tufts, J 940924 A. W. Alderson.

To Chief Communications Yeoman
JX 839795 R. Talbot.

To Chief Petty Officer Medical Attendant
MX 839065 B. W. C. Paton, MX 876919 R. C. Taylor, MX 901417 L. Hughes.

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ance Quotations.

APPOINTMENT

Twice a survivor—from H.M.S. Blanche, the first warship to be sunk by a magnetic mine, from H.M.S. Masona, bombed and sunk off southwest England after the Bismark action, Dudley Leslie Davenport was promoted to Rear-Admiral to date January, 1967.

Appointments recently announced include:

Admiral Sir Desmond Dreyer, President Chief Adviser (Personal and Logistics), January, 1967.

Vice-Admiral Sir Peter Hill-Norton, President as Second Sea Lord and Chief of Naval Personnel, January, 1967.

Vice-Admiral Sir Frank Twiss, President as Second Sea Lord and Chief of Naval Staff, August, 1967.

Vice-Admiral Sir Peter Hill-Norton, President as Vice Chief of Naval Staff, August, 1967.

Capt. R. D. Cairns, Dolphin in command and as Capt. S/Mi. April 3, 1967.

Capt. W. P. B. Barber, Vernon in command, July 12, 1967.

Capt. R. D. Lygo, Juno, February 20, 1967, and in command on commissioning, d.t.b.r.

Cdr. J. N. July 31 and in co

Cdr. N. R. D. mand, d.t.b.r.

Cdr. P. R. Co command, d.t.b.r.

Cdr. B. G. V. mand, as Senic d.t.b.r.

Cdr. M. E. Bar mand, April 3, 1967

Cdr. J. A. G. command, April 7

Cdr. W. D. February 17 and

Cdr. G. I. Prit mand, January 7

Cdr. D. W. command and a d.t.b.r.

Cdr. R. A. G. command, February

Cdr. J. D. J. command, January

Lieut.-Cdr. W. command, January

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Are Service wives' clubs just
a between-the-wars 'hangover'?

LONELINESS

"All she needs is a good shake" is a form of approach to social problems now mercifully being cast aside by a more enlightened society, but in the swing of the pendulum have ideas become muddled into an exaggeration of loneliness, and the attempted creation of apathetic and useless "wives' clubs"?

One who thinks so is a brigadier's wife, who has written a forthright article for the SSAFA Magazine, following a conference at which the problems of Service families were discussed. Here are some of the points she made.

I am absolutely convinced that wives need a whole new attitude to the welfare side.

TIME WASTED

Everybody seems bogged down on the loneliness-boredom issue of separated wives. I think endless, futile, nerve-racking

BOLD CALL FOR 'RE-THINKING'

Families' Page

time, energy, and goodwill are wasted on conscientious efforts to remedy it—and I say wasted quite deliberately even if it sounds nastily harsh.

Loneliness and boredom are not the sole cruel lot of the Service wife. What about the wives of long-distance lorry drivers, commercial travellers, trawlermen, explorers—and Mrs. Francis Chichester? And what about widows for heaven's sake?

Loneliness is part of the human condition, and there is no remedy except in the indi-

vidual, apart from the ordinary kindnesses. It is rethinking that is wanted, not wives' clubs.

I could produce far more groaning commanding officers' wives struggling to keep them alive in the teeth of apathy than I could possibly find beamingly successful ones boasting (truthfully, that is) of constant full attendance.

Wives' clubs are a between-the-wars hangover. Perhaps they are the answer overseas, but no mere monthly wives' club meeting is ever going to remedy the miseries of separation. How can it?

It is for the individual to organise herself to face it and endure it, and most of us do. If a wife knew from the start that no one would, or could, or should have to come to the rescue, don't you think she would manage a far stiffer upper lip?

There are so many far more dreadful things that need our sympathy and efforts—mentally-retarded children, and debts, and bereavement.

FACT OF LIFE

In the face of so much real sadness, I resent being asked to cope with someone too idle to find a job, to invite friends to her house—to organise her own life in fact.

Of course I do it, but we will never get on till we start treating separation as a fact of life, and not just an unfair fact of Service life.

My money is on things that are useful to the community—a nursery school to enable the women to get out of the house, even to take a part-time job.

We try to turn everything into an excuse for a chat and a cup of tea—the thrift shop, babies' clinic, sewing church linen, helping to brighten up the men's



"Numbers game be damned! There's one phone here for 200 married quarters, and everybody's husband is ringing up at 6 o'clock"

Wives' stake

Addressing No 110 Mechanician's Qualifying Course in H.M.S. Sultan, Gosport, at the prize-giving ceremony, Rear-Admiral C. H. S. Wise, the Chief Staff Officer (Technical) to the Commander in Chief, Home Fleet, said: "A big change in the Navy is that wives have now become recognised as an absolute necessity."

"For too long the Navy tried to pretend that wives did not exist. I hope wives feel that they have got a stake in the Service as much as we have."

Rear-Admiral Wise, who was accompanied by Mrs. Wise, was presented with a ship's crest by Capt L. D. Dymoke, R.N., Cap-

CHRISTMAS BABY AT BOWLANDS



There was a Christmas Eve baby for CPO Derek J. Hornett and his wife, Mary, at Bowlands, the Royal Navy and Royal Marines maternity home at Southsea. It was their first child, a son, and weighed 7 lb. 8 oz.

"I had a lovely time," Mrs. Hornett told "Navy News."

"My husband was going to be away until March, and it was a load off both our minds to get fixed up for the confinement. As it happened, the man he was to have relieved re-engaged at the last minute, and he was able to be with me."

"But I am still glad I was at Bowlands for the birth. It was like 10 days in a luxury hotel, with a lovely view over the Solent. On Christmas Day the staff made a tremendous effort and gave us a marvellous spread. Our husbands were able to join us for the Christmas dinner."

"The fees are worth every penny for the peace of mind in removing so many problems."

Mrs. Hornett, pictured at Bowlands with her baby

'AGGIE' ASSURANCE

When the Weston Naval Families' Hotel in Southsea was forced to close because of the heavy monetary losses, "some of our friends and supporters gained the impression that the whole organisation was being disbanded," says Lieut. - Cdr. F. M. Savage, R.N. (ret.), the General Secretary of Miss Agnes Weston's Royal Sailors' Rests.

"I assure you this is not the case."

hideous dining hall—anything.

Officers' wives nowadays must divest themselves of their lingering consciousness of rank—and few young women want to be "visited," however unpatronisingly it is done.

If people know that you are available, and friendly, and like helping if you can, they will call on you when needed.

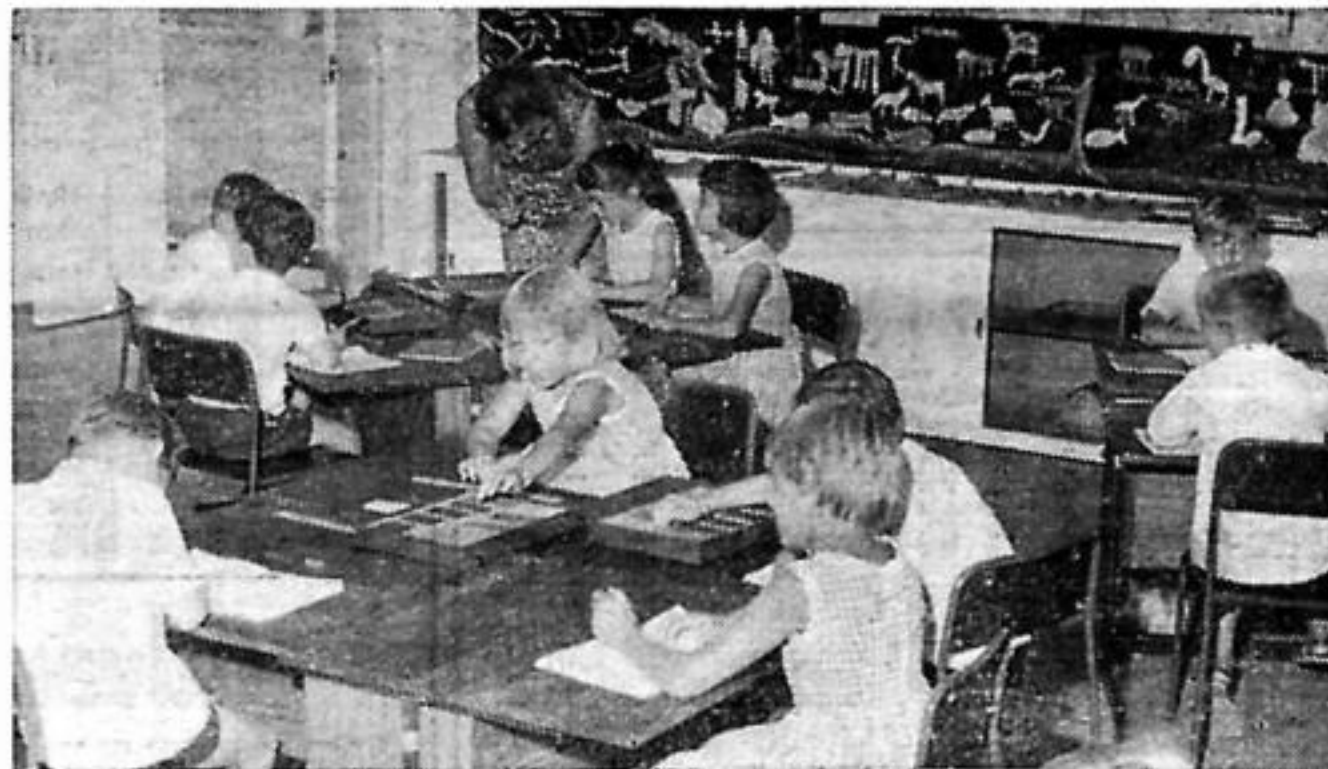
A great many more separated wives should be encouraged to go to further education classes.

Emphasis has been laid on the necessity to inform the young wife about the hazards of Ser-

vice life. I remain unconvinced that such an ignorant imbecile can exist.

What is needed is the insistent reminder that she has got to learn to cope with them.

I hope I haven't been too tedious about all this. I like doing what I have to do for SSAFA. I just think we could be more efficient and less wastefully sentimental (or do I mean sentimentally wasteful?) in our use of it.



SCHOOL FOR MALAYSIA

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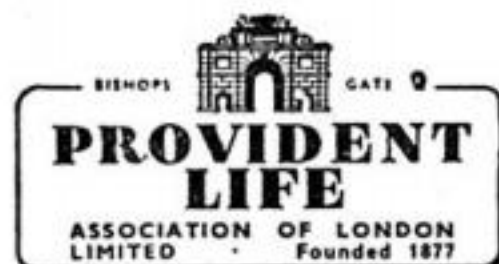
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Capt. H. H. Cook, R.N.

Capt. H. H. Cook, R.N., the new Director of Public Relations (Navy), who relieved Capt. B. D. O. MacIntyre, R.N., last December, entered the Royal Navy as a cadet 30 years ago, specialising as a supply and secretariat officer.

When the war started he was serving in the cruiser H.M.S. Cumberland which, in December 1939, made a dash from the Falklands to reinforce H.M. Ships Ajax and Achilles blockading the German pocket battleship *Gra. Spee*, which had taken refuge in the River Plate. Later in the war he saw service in Atlantic convoys.

Appointments since the war include five years as secretary to Vice-Admiral Sir Guy Sayer (being with him in H.M.S. Ocean during the Suez Campaign), three years as squadron supply officer to the 1st and 3rd Submarine Flotillas, and in 1961 he was appointed Commander of the Royal Naval College, Greenwich.

Promoted to Captain in 1963, the new D.P.R.'s last appointment was as Naval Attache in the Near and Middle East, with his headquarters in Ankara.

Captain Cook is married, with four children—his elder son is a Sub-Lieutenant—and his home is at Chalfont St. Peter. His favourite recreation is fencing.

Enclosed is a postal order, together with the thanks of grateful parents of two matelots, for giving us such an interesting "Navy News" each month. It certainly helps us to keep "switched on" with life in the "Andrew," with our only two children choosing to become sons of the sea.

We went on a tour round Collingwood in the summer of 1963, while our younger son was completing his training, and last summer we were pleased to see completed the New Entry block which Capt. Wise had told us about in the course of construction.

I am sure everything possible is done for the New Entry to settle down to a good worthwhile career, after leaving all the comforts of home and civvy life.

We are proud and happy to be parents of two sailors, and to "Navy News," which keeps us "afloat" with them. Many thanks!

(Mrs.) A. Lewes.

Stewartby, Bedford.

Thank you for the excellent news in your paper, and for the prompt delivery of "Navy News" to me every month.

An ex-submariner, I served in K1 and K16 in the First World War, and have had the pleasure of attending all the Blockhouse annual reunions. "Navy News" is very popular with me.

J. Steele.

Ashtead, Surrey.

Please continue to forward me "Navy News" as per my subscription. I very much enjoy reading it—a wonderful tonic.

I joined the R.N. in 1910 and retired June, 1951, having served in the old Dreadnought 1910-13, then submarines till 1921, and

finally destroyers and aircraft carriers.

S. C. Johnson.

Takeley, Hertfordshire.

"Navy News" thanks these readers and the many others for their greetings and New Year messages in renewing their subscriptions.

H.M.S. Wren—over in minutes

I feel I must attempt to correct Lieut.-Cdr. J. Logan on his account of the loss of H.M.S. Wren (December issue).

Being starboard A.A. gunner on the bridge support of H.M.S. Montrose, and manning the Lewis gun, I could not account for more than nine to 15 JU8's, having brought one down myself. It jettisoned its bombs, one exploding aft starboard side, leaving us motionless but not affecting fighting power.

The action was over in minutes, and we were towed back to Harwich.

True to say that Wren lost a lot of crew, but not from machine-gunning as stated, and certainly not for one and a half hours.

C. H. Wright.

Stonehouse, Gloucestershire.

Served aboard Valiant

Your article on contact with ex-Valiant members (December issue) has made me very interested indeed. I served in her from 1940 until August 1942, when we paid off at Durban.

I enclose a copy of a drawing of the ship, and also a copy of a scroll, drawn by Peter Clarke, also a serving member. They might revive memories, both good and bad, of what this gallant old ship and ship's company went through.

D. Gerrard.

Grimsby, Lines.

Foghorn's history is sought

I have been given a bellows-type foghorn, 34 inches in length, beautifully constructed and still in good condition. The bellows part is of wood and leather, while the reed is contained in a copper tube.

On the tongue of the band

NAVY COURT HISTORY

At a Singapore court-martial, Surg. Lieut.-Cdr. Monica McLoughlin, R.N., serving as a medical officer in H.M.S. Terror, was called as a witness.

She could have made naval legal history by being the first R.N. officer to take the oath and give evidence wearing a hat.

It may be that a woman medical or dental officer has been involved in courts-martial proceedings before, although our Fleet Legal Adviser cannot recall such a case.

Officers of the Jewish faith would presumably take the oath as in a civil court wearing their hats, but in 20 years as a journalist and P.R.O. I have never seen it done before a court-martial.

T. Pearse.

(Fleet P.R.O., Far East Fleet).

Letters to the Editor

the word "Triton" is decipherable, while on the neck of the copper band I can see "—ham," also "—oine—"

I wonder if any of your readers can give me any idea of its history.

J. D. Fraser.

(Chairman, Inverness Sea Cadet Corps).

Not at Battle of the Nile

Your reply to Mr. W. F. Wiley's inquiry concerning H.M.S. Foudroyant agreed with his suggestion that she was Lord Nelson's flagship at the Battle of the Nile, including the date 1801.

Foudroyant was not present at this engagement, Vanguard being the relevant ship, and the date of the battle was August 1, 1798.

The most notable exploit of this Foudroyant was taking part in the capture of the French *Guillaume Tell*, which had escaped from the battle and finally found to be in harbour at Malta. This was on March 30, 1800. Nelson himself was not on board at the time, having been left ashore ill at Palermo.

The action resulted in one of the most courageous fights ever put up by a single warship of any nationality.

R. Lumley.

Plympton, South Devon

In addition to the two Foudroyants mentioned, reader R. E. S. Harris, of Portsmouth, points out that there was a third, a third-rate of 84 guns, captured from the French in 1758, and broken up in 1787.

Mr. Wiley may be interested to know that a book has recently been published on the Foudroyant of 1798. It is written by T. T. Birbeck, and published by Chestow Rural Council, price 10s.

Chestow hold the figurehead and other relics of the Foudroyant.

W. Best Harris.

City Librarian, Plymouth.

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Over a period of 18 months, the ship's company of H.M.S. Eagle collected £2,800 for charity. The worthy cause chosen was the National Kidney Centre in London, where the presentation took place of a new kidney machine.

Already using the machine is Mr. Harry Martin of Halling, Nr. Rochester, whose wife is beside him. Also in the picture is stores accountant K. Birkett, of H.M.S. Eagle.

The machine will eventually be installed in the home of a patient suffering from kidney disease.

RUSSELL'S REFIT

H.M.S. Russell, the anti-submarine frigate, left Portsmouth on January 17, for a refit at Rosyth. The fleet tug Typhoon had the job of towing the frigate.

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Second Polaris for launching

H.M.S. Renown, Britain's second Polaris submarine and the first to be built by Cammell Laird and Co. Ltd., is being launched at the Birkenhead yard at the end of this month.

Resolution went down the slips at Barrow last September, and Revenge and Repulse are building.

Of the nuclear Fleet submarines, H.M.S. Valiant sailed from Chatham on January 24 after leave and maintenance, 11 days after her sister ship Warspite had left Barrow for sea trials.

Warspite is the second all-British nuclear submarine, and is due to be accepted into service in April.

Resolution chief awarded B.E.M.

In recognition of his services in the nuclear submarines Resolution and Dreadnought, Chief Engine Room Artificer Peter John Treen has been awarded the British Empire Medal.

A native of Newton Abbot (Devon), CERA Treen joined the Royal Navy in 1946 as artificer apprentice, and subsequently served in most classes of ships before joining the Submarine Branch in 1952.

After serving in "S," "T" and "A" class submarines, and completing nuclear power training at H.M.S. Sultan and in the United States Submarine Skipjack, CERA Treen was



CERA P. J. Treen

drafted to H.M.S. Dreadnought in 1961.

After four years he went to H.M.S. Resolution as the senior engine room rating (port crew), where his considerable experience and unstinting efforts have been of outstanding value in the building programme of that ship.

CERA Treen lives in Barrow with his wife Pamela and two children, Jane (9) and Johnathan (11).

In command of Porpoise

Lieut.-Cdr. David Aylmer has been appointed to command H.M.S. Porpoise, the first operational submarine designed since the Second World War to be accepted into service and able to patrol continuously.

Joining the Navy as a special entry cadet, Lieut.-Cdr. Aylmer has served as a lieutenant in H.M. ships Sturdy, Telemachus, Seraph, Ambush, and Token. His previous commands were the submarines Token and Tabard.

Married, his wife and three daughters live at Havant, Hants.

Commendation for work in U.S.

A commendation from the United States Atlantic Submarine Force Commander has gone to a British submariner, Lieut.-Cdr. Terence Thompson, who is the Royal Navy's exchange officer on the staff of Submarine Development Group Two at the Submarine Base in New London.

The commendation records Lieut.-Cdr. Thompson's meritorious achievement in the performance of duty as tactical planning and reconstruction officer at the Tactical Analysis



Lieut.-Cdr. D. F. Aylmer

Group attached to the Development Group.

Work of the Tactical Analysis Group involved assessment of the capabilities of a new type of submarine, and the setting up of realistic at-sea exercises.

H.M.S. Maidstone brought off a surprise by winning the "Helensburgh Advertiser" soccer cup.

H.M.S. Tapir, at Faslane for breaking up, had her conning tower painted yellow as a prank by students who had apparently been singing the pop number, "We all live in a yellow submarine."

Osiris—lucky 13—ends commission

When the steam-driven K.13 sank in the Gareloch during sea trials in 1917, one of the recommendations of the Board of Inquiry was that no submarine should ever again be numbered 13, but pendant number S.13 has proved to be an exceptionally lucky number for those who have served on board H.M.S./M. Osiris in the past three years.

Those who have been to sea in the submarine on Friday the 13th have been rewarded with the "13 Tie."

During the three years that Osiris has been in commission, her first, no fewer than 209 men

have been borne on the ship's books, and of the original crew who commissioned her, a mere dozen remain to take her into refit.

During the commission the ship steamed 66,200 miles, serving in Home Waters, the Mediterranean, the West Indies, Canadian waters, with visits to Scandinavian countries for good measure—and, of course, Faslane.

The submarine has been well represented on the sports field, and those on board claim that they have always managed to field a team, whatever the event.

Osiris has won the Submarine Melee Cup three times out of four, and coming second on the other occasion. The boat also won the Squadron Cup—the very first submarine ever to do this.

One highlight was the team's defeat of the Norwegian destroyer Stavanger, and another was beating the Odense Army team—a team which hadn't been defeated for four years.

H.M.S. Truncheon was out of radio contact for two hours causing a "Submiss" scare.

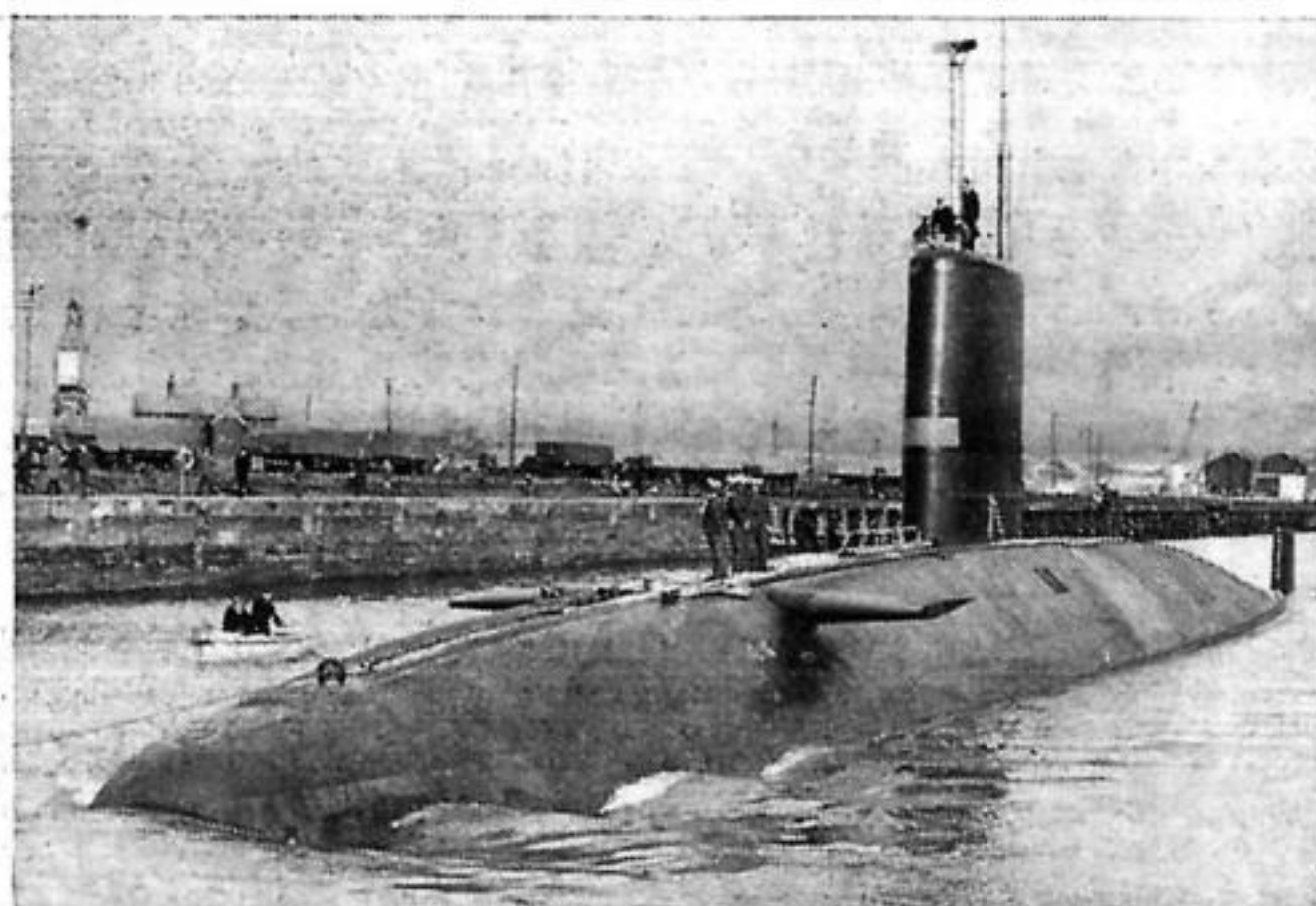
FAMOUS BELL FOR DOLPHIN

When H.M.S. Acheron returns from Canada later this year, she will bring with her the bell of the submarine E.11.

The bell is the property of Mr. James A. Roberts, a Canadian, the Deputy Secretary General of NATO and he is presenting it to the submarine museum at H.M.S. Dolphin.

E.11 was one of the famous "E" class submarines operating in the First World War. When she was commanded by Cdr. M. Dunbar-Nasmith, she penetrated the Dardanelles, and created havoc among Turkish shipping.

For this exploit Cdr. Nasmith was awarded the Victoria Cross.



Britain's third nuclear submarine, H.M.S. Warspite, leaving Barrow-in-Furness for trials on January 12. Warspite will follow Dreadnought and Valiant into service, and will herself be followed by H.M.S. Resolution, Britain's first Polaris boat.

Knew how many beans made five

Confident that her stars foretold a big win, Mrs. O. Wyness, wife of a Navy man who was serving in H.M.S. Maidstone, entered a grocery shop competition to guess the number of beans in a jar.

Her stars were right, for she was one out—her estimate was 3,072—and she won a radiogram and 50s. worth of groceries.

The groceries were almost as acceptable as the radiogram, for her husband's draft from H.M.S. Maidstone was cancelled at short notice, after she had left the larder almost bare, in anticipation of leaving the house.

Australian Navy submariners are to be issued with a distinctive badge, and the R.N. Submarine branch is wondering...

H.M.S. Amphion was slightly damaged in a collision at Hong Kong.

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6th SUBMARINER'S GALA (COLOGNE, GERMANY, APRIL 28—MAY 2, 1967)

Uniform twins

The 'News'
Diary

NAVY NEWS FEBRUARY 1967

7



Mary (left) and Evelyn Penniford

HERMES PAIR BEST MAN FOR EACH OTHER

First twins to be accepted into the Queen Alexandra's Royal Naval Nursing Service are 18-year-old Mary and Evelyn Penniford, pictured here during their training at Haslar.

The twins, whose home is at Horsham (Sussex), began their naval nursing careers last May, and are undergoing training to be State Registered Nurses.

This year the girls will go to the Royal Naval Hospital, Bighi, in Malta, for a year, to continue training before returning to the United Kingdom to take their final examinations.

One-third of all Q.A.R.N.N.S. nurses and sisters serve overseas with the Royal Navy.

The other twins are David

and Derek Rainer, who are both shipwright artificers (third class) in the carrier, H.M.S. Hermes.

At Christmas they were married within a few days of each other, and each officiated as best man for his brother.

On Saturday, December 17, Derek married Jane Tollett, of Hastings (where they both belong), and the following Saturday, David wed Anne Wheelan, of Wallyford, Midlothian.

Derek and David have completed four of their 12 years' service in the Royal Navy.

Navy at the Boat Show

In the early days of January, thousands of visitors surveyed the world's most congested anchorage—the Boat Show at Earls Court, London—from the bridge of H.M.S. Hecate.

The "bridge" lay-out made it easy for a continuous stream of people to show their interest and examine the instruments (labelled with that most demanding of invitations, "Please don't twiddle the knobs!")

Within the confines of the stand, the designers did well to indicate the sensation of being aboard ship, and of giving some indication of the career opportunities, technical advances, and exceptional recreational opportunities in the Service today.

Besides the bridge there were the Royal Naval Sailing Association's yacht Mermaid of Portsmouth, a film on sailing, a test tank, and a model display of the ships of the Fleet.



Derek (left) and David Rainer

An 'international' boarding party

H.M.S. Arethusa, the Leander class frigate commanded by Capt. R. A. Butt, R.N., made a high-speed dash to the assistance of a 50-ton Indonesian coaster, the Cunang Bintang, which was 50 miles off the Johore coast, on January 6, eventually taking her in tow to Singapore.

The coaster had been drifting rudderless for two days, and was without fresh water. On board were a crew of 14, seven passengers, and a cargo of potatoes, rice, chickens and a goat.

On reaching the ship, an "international" boarding party—an Englishman, Irishman, Scotsman and Welshman—was sent with fresh water and to pass a tow line.

The boarding party, under Lieut.-Cdr. S. Fraser (Emsworth), consisted of AB D. J. Green (Bradwell-on-Sea), ROA Curran (Port Audon), AB G. Kilgour (Buckhaven), and AB P. G. Horton of Pontllanfaith

To the Marines, or Horse Marines?

Readers of the Daily Telegraph have been discussing the origin of "Tell it to the Marines."

One of them believes the remark is "tell it to the Horse Marines," and says the joke originated after some troops of the 17th Lancers (then Dragoons) served as Marines in H.M.S. Hermione in 1795.

OFF BEIRA

Junior Seaman David John Atkin (17), of Lincoln, at his action position aboard H.M.S. Brighton while on patrol off the Beira coast. He is serving at sea for the first time since joining in 1964, and finds life exciting and fascinating.



LYNX LADS

In the wheelhouse of the anti-aircraft frigate H.M.S. Lynx are two Sheffield sailors. F. Smith (right) is 6 ft. 3½ in. and the tallest in the ship. His companion is AB Dunkley, and both are looking forward to their ship's spell in South Atlantic waters.



Always wanted to join the Wrens

Having always wanted to join the Wrens, Jane Marshall, who at 22 has had four years' service, and is now in the operations room at Naval Headquarters, Malta.

A radar plotter, she is now a Leading Wren, and her travels in the Mediterranean have included the beautiful island of Cyprus.

Jane's voice is well-known among the Service men in Malta. Nearly all her spare time is devoted to broadcasting or preparing programmes for the local British Forces Broadcasting Service station.

Her parents live at Ryde (Isle of Wight)



Jane Marshall

Farewell to the Shiny Sheff.

The many correspondents to "Navy News" who have urged that Shiny Sheff.—the famous cruiser H.M.S. Sheffield—should be preserved as a floating museum, would have been saddened on January 6 to see the beginning of her tow from Portsmouth to Rosyth Dockyard.

There her useful equipment will be removed, before the ship goes for scrap.



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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22151 (Ext. 72194)

Anxiety in Malta

Many in the Royal Navy today will not understand Malta's protest banners proclaiming "Lord Haw-Haw was right." Those who do will realise why betrayal is the word which springs to the thoughts of the island's people as the row grows over Britain's decision to withdraw the Mediterranean fleet and impose other economies.

Russia has increased her Mediterranean naval forces substantially in recent years, and there is strong evidence that they are growing all the time. But in a strategy based on alliances this is offset by the American presence.

The situation is one which is hard for us to swallow, but Britain's resources demand curtailment to only a share of her former influence. What is so desperately hard to understand is the profit and loss of the latest decision.

Our friends are affronted, a key strategic point on our sea lanes threatens to be yet another area hostile to our forces, and all this for an annual saving at the end of three years of about £6,000,000. Even this does not take account of other possible financial consequences of a complete break.

Bluffing?

Malta has already taken a knock over Britain's naval reductions in the Mediterranean, and while it is true that help has been given towards the build-up of the tourist trade and other employment possibilities, the effect of the latest cuts is viewed with deep anxiety. Unemployment and poverty can create an all-too-common political pattern.

In view of the aid already being given to the island, it may be thought that the Maltese leaders are bluffing in their sharp reaction to the cuts, but the very unanimity of the opposition is a potent factor to be remembered. "We will face the challenge," declares their Prime Minister.

Britain is said to have told Malta that the cuts are irrevocable. If that be so, and there is no acceptable alternative, only the opening bars are being heard of the Malta finale. It is to be hoped it will not prove to be—for both sides—a lament.



"Tell the Admiral he can do what he likes with his part of the ship—I'm anchoring my half at home for a change!"

ADMIRAL DREYER'S KEY POST IN MINISTRY

Integration gets a ginger

Although the changes in the ministerial and headquarters organisation of the Ministry of Defence do not, at first glance, appear of great importance, a study of the implications suggests that they will be far-reaching in the years to come.

No one will under-estimate Mr. Healey's determination in creating the kind of Ministry he wishes to see, and if integration has been creaking along with some difficulty, the changes could be seen as a tightening of the Administration's hold.

The removal of three senior ministers, each responsible for a particular Service, and the appointment of two Ministers—Minister of Defence (Administration) and Minister of Defence (Equipment)—each responsible to the Secretary of State for all three Services, is a blunt re-emphasis on integration, and strengthens Mr. Healey's position.

Lower status

The three Services will continue to be managed by Admiralty, Army, and Air Force Boards of the Defence Council. Mr. Healey will continue to be chairman of the boards, but the chair will normally be taken by the Under-Secretary of State (Navy, Army, or Air Force).

Thus, while there is "no

change" in the present position, it would be difficult to deny some lowering of the status of the Boards in favour of the newly-strengthened "integration force" of the Ministry. But there is no reason to believe that integration of the Services themselves is being planned.

New post

Outstanding attention in the changes is bound to be focussed on Admiral Sir Desmond Dreyer's new post—Chief Adviser Personnel and Logistics (CAPL) at the Ministry of Defence.

He leaves the Navy Board and his job as Second Sea Lord, and as he remains a serving officer, there is much interest in his new status and responsibilities.

He will be permanent chairman of the Principal Personnel Officers' and Principal Administrative Officers' Committees, and will tender their collective advice to Ministers and Chiefs of Staff (these committees consist of six officers, two to each Service, who are in the top positions on personnel and administration).

Admiral Dreyer will be subordinate to the Chief of the Defence Staff in the sense that he "ranks below," but he is not on the staff of the Chief of the Defence Staff, and his relationship with him will be analogous with that of some of the administrative heads of the Services with their own Chief of Staff. He will report directly, and not through the Chief of Defence Staff, to the Minister.

Comparison

If Admiral Dreyer disagrees with his colleagues in the PPO's and PAO's committees, he will be in a position similar to that of the Chief of Defence Staff if the Chiefs of Staff do not agree.

When there is divergence of view on the PPO's and PAO's committees, Admiral Dreyer will, after informing the principal officers concerned and the

Chiefs of Staff, submit the alternatives, when they have been discussed and defined, to Ministers for decision or for consideration as necessary by the Defence Council.

As the principal adviser in his own field to the Secretary of State, he will tender his own advice to him in the light of the views expressed.

All the official explanations and replies serve to emphasize the key role of CAPL, and after the Navy's frustrating year it will be heartening that the first holder of the office should have been chosen from the Service.

"All these changes," it is officially stated, "are designed to help the Minister of Defence in the formulation of defence policy, and to strengthen the headquarters administration in the interests of all three Services. Channels of Command are in no way affected."

Watch points

In the "furtherance of defence policy, and the advancement of integration," Mr. Healey is fortunate in being able to watch points across the Atlantic.

Integration there is leaps ahead of the situation on this side, and in watching the storms involving the Canadian forces,

the Secretary of State may perhaps be able to trim his sails and steer clear of the worst rocks on the course.

The Secretary of State says the changes are "a natural development of the process which has been gathering pace over the years. It does not mean, nor does it foreshadow, an abolition of the separate Services."

The new Second Sea Lord, Vice-Admiral Sir Peter Hill-Norton, takes over immediately for a period of six months, and will then relieve Vice-Admiral Sir John Bush as Vice-Chief of Naval Staff.

Admiral Hill-Norton has, in fact, been doing a job somewhat similar to Admiral Dreyer's appointment, but at a lower level. He was Deputy Chief of Defence Staff (Personnel and Logistics) at the Ministry of Defence, but this position has now been abolished.

More to come

Vice-Admiral Sir Frank Twiss, Commander Far East Fleet, will succeed Admiral Hill-Norton as Second Sea Lord next August.

The natural question is, "How will these somewhat complicated changes affect the Navy?"

"No change in the present position of the three Services" says the official explanation—but only if this is understood to mean vigorous thought and action on the path of integration.

In this respect, tremendous changes are yet to come. The new structure is a hastening process.

Future of fixed wing aircrew

Among the problems arising from the Government's decision to phase out the aircraft carriers is the question of what is to happen to the Navy's fixed wing aircrew officers, bearing in mind that the carriers are to remain operational as far as possible into the 1970's.

So that the aircrew officers may have time to think about what they want to do, details have now been announced of the various options open to them.

There will be three main alternatives available—remaining in the Royal Navy, transfer to the R.A.F., or transfer to civil aviation.

The Navy is keen to retain as many officers as possible, and will arrange where possible to re-train them for helicopter duties, or for the many other forms of duty required, such as Gunnery, Anti-Submarine, Communications, etc.

U.S. 'Armada' moves over

Landing craft, tugs, barges, and floating cranes which have had to leave France following President de Gaulle's demand that the Americans are to move all equipment and bases from France, have been transferred to South of England bases.

The craft, about 100 in all, known as the United States Army Floating Equipment Reserve, are to be based with the Navy's "moth-balled" ships at Hythe, near Southampton, and Dorset Lake, Poole.

The craft will be maintained by civilian contractors, and the number of Americans involved is very small.

CHICHESTER AWAY AGAIN

H.M.S. Chichester, dressed overall on re-commissioning day last July, the ceremony taking place within a few hours of the ship's company's arrival at Singapore by air.

Since July the frigate has worked-up and visited Hong-Kong and Brunei. On the way to Hong-Kong the ship made a dash to the assistance of a man injured in an American cargo vessel, the S.S. C. R. Muser. The man was transferred to Chichester by sea boat, treated on board by POMA Budding, and taken to hospital in Hong-Kong.

At Seria, in Brunei, the ship was hospitably welcomed, dined and wined by men of the Shell Co.

A long refit in Singapore has just finished, and the cry now is "On to pastures new."

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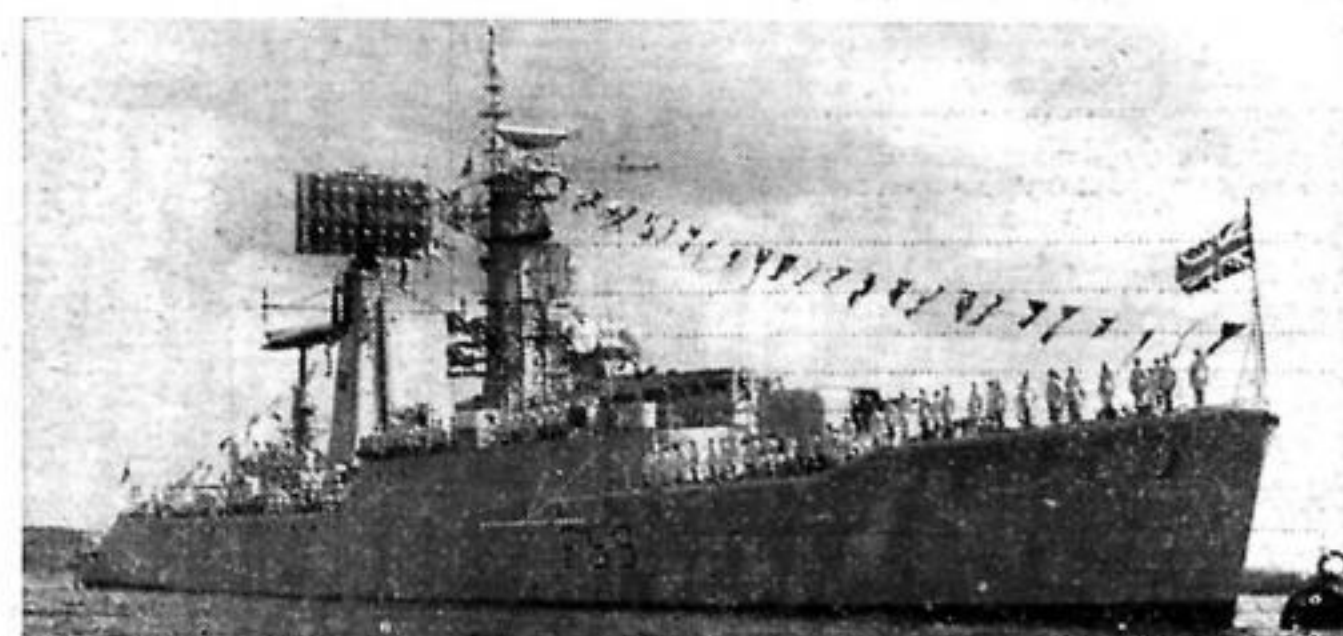


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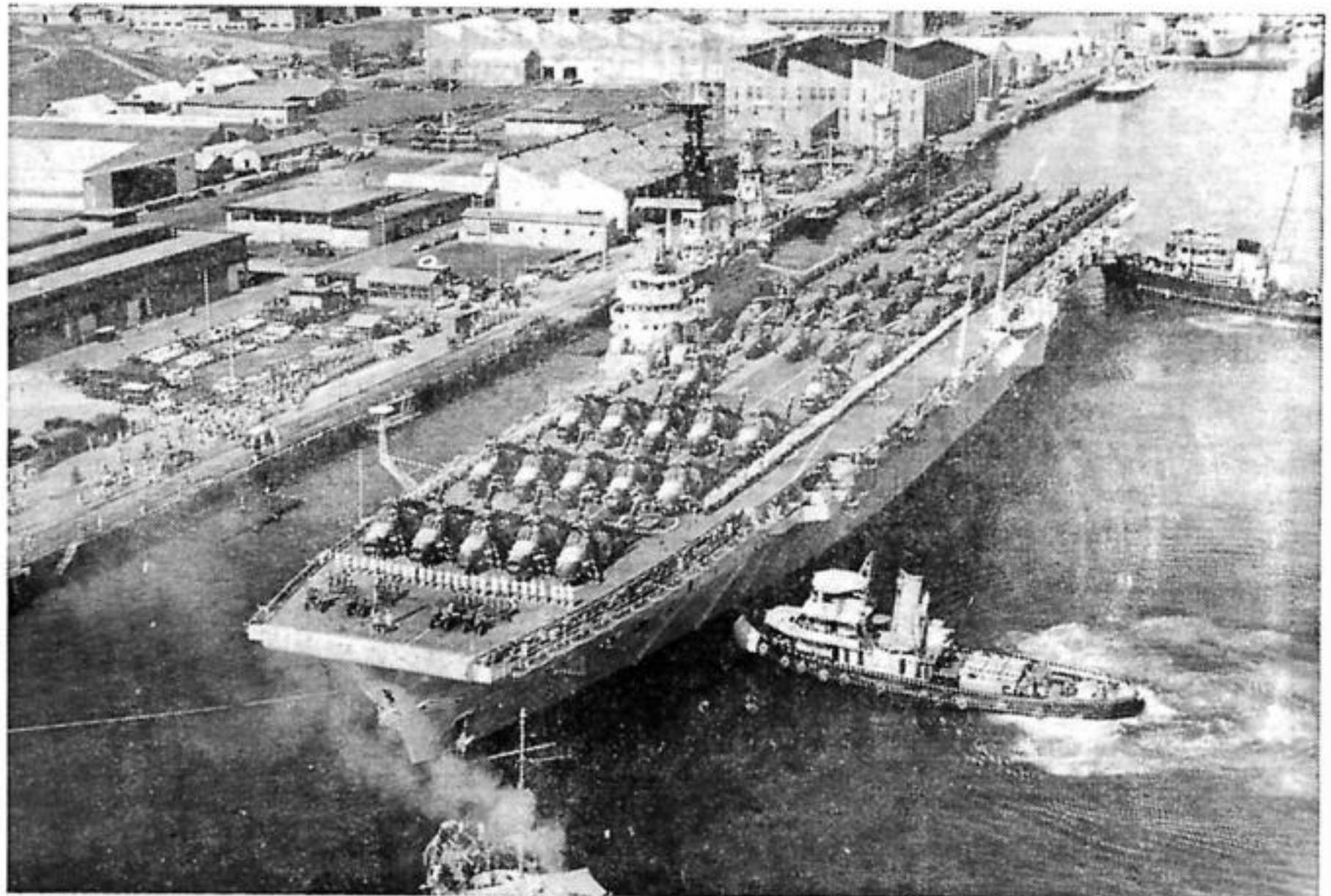
BULWARK A'ROAMING



Likes the Navy—but ashore



Wrens do not serve at sea, which is just as well for PO Wren Maureen Daly, of Co. Durham, who always gets violently seasick. She is now at Gibraltar, has already been at Malta, and hopes also to go to Singapore



"That's me, mum—99th one along on the starboard side." H.M.S. Bulwark returns to Singapore. Top left: Exercise with 845 Squadron and 42 Cdo R.M.

Freedom to cruise

In her first cruise following the end of confrontation, H.M.S. Bulwark had embarked two famous units, 845 Naval Air Commando Squadron, and 42 Commando Royal Marines.

Events during the cruise included exercises, with the Royal Australian Regiment (just returned from Vietnam) as the enemy, the setting being the Shoalwater Bay area of Northern Queensland.

An accident to one of the Wessex aircraft interrupted trooplift flying for part of the exercise, and necessitated the assault landing by 42 Commando being carried out by landing craft—a change of plan which helped to demonstrate the flexibility of the Commando Ship Assault Force.



Nursing Superintendent Sister Hayes

Jon Pertwee, accompanied by other members of the "Navy Lark" team, helps Mrs. Thomas, wife of the commanding officer of H.M.S. Troubridge, to cut the cake at the ship's commissioning at Chatham.



NEW CAREERS OFFICER

Superintending Sister Sheila M. Hayes, of Cockermonth (Cumberland), who is succeeding Sister Sheila Barton as Careers Advisory Officer for the Queen Alexandra Royal Naval Nursing Service, joined in 1955 and has been at Portsmouth, Lee-on-Solent, Malta, Chatham, Plymouth, Gibraltar, and Rosyth. Supt. Sister Barton is taking another Q.A.R.N.N.S. appointment in Singapore.

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TEN DAYS OF DIVING TO SEEK CAMPBELL'S BODY

Search difficulties

Difficulties and frustrations encountered in the search for the speedboat Bluebird and her brave pilot, Donald Campbell, have been described to Mr. Jack Smith, the Public Relations Officer, Scotland and Northern Ireland Command, by Lieut.-Cdr. John Fletcher, R.N., the leader of the diving team.

It was the first day after our return from Christmas and New Year leave, says Lieut.-Cdr. Fletcher, that we heard that Campbell had crashed and, anticipating that we might be called in, we started to prepare our gear and make plans.

Our task was to recover Campbell's body, but first we had to find the wreckage. The first pieces we found were very small—not the size of your hand. Gradually we found larger pieces and then, on the last dive of the first day, we found the wreckage of Bluebird herself.

To search the cockpit it was necessary to have good lights, as you have got to remain still and not catch your air pipes or diving set on any jagged part of the metal.

POOR VISIBILITY

If you just touched bottom a cloud of sediment was sent up which restricted visibility to six inches or less.

The next morning we found that the nose of Bluebird had been broken off behind the pilot's seat. There was no sign of Campbell in or around the wreckage, which was dug into the mud with the stern lower than the forward section.

We worked back along the path of the wreckage to the south, but there was still no sign of the larger sections of the nose which I had expected to find.

On the third day we located the nose section—so damaged that it was difficult to recognise it. All that day we searched, as though with a fine tooth comb, but there was no trace of the pilot.

On the Sunday after the cata-

strophe we searched all day without success, and, having seen film and "still" shots of the crash, the next day I moved the search to the north of the resting place of Bluebird, in order to cover a couple of splashes I had seen on the films.

We found part of the steering gear mechanism attached to a piece of the hull, and then a piece of wreckage which the engineers identified as coming from near the cockpit. It was these pieces which had made the splashes.

During the next two days I shifted the search to cover an area on either side of the main line of the crash, but found nothing significant.

At this stage we had covered all areas shown on any film, and without further evidence, the only thing left was to carry out a wide-scale systematic search which would have taken weeks, even months. I decided that this was the point at which to abandon the search.

MORE PICTURES

Hearing, however, from Tyne-Tees Television that they had more film, Mr. Villa, Campbell's chief mechanic and I went to Carlisle, and we stayed until midnight discussing it.

The divers had their first day off since the crash on January 12 while Mr. Villa and I saw the film again in slow time, fast time, and frame by frame. There was an object flying out of the forward end of the crash, and we decided to investigate it.

Ballistic experts worked out a possible area, which would take four or five days to search, and we started work again on Friday, January 13, but without success. Then an amateur photo-



Lieut.-Cdr. John Fletcher, of Edinburgh, leader of the diving team

do and on the Sunday night—eleven days after our arrival at Coniston—I called off the search.

(See also page one)

WRENS' MEETING

Admiral Sir Frank Hopkins will preside at the annual meeting of the W.R.N.S. Benevolent Trust, Portsmouth Command, in the Duchess of Kent Barracks, Southsea, at 3 p.m. on February 22.

H.M.S. Olympus visits Hartlepool from February 9 to 12.

grapher reported that the object was also visible on his film, and we picked up the splash of the object we were interested in.

After the third dive on Sunday, January 15, we located the object. It was the forward main spar which runs between the two sponsons and the boat.

As it changed attitude in flight it appeared bent, and it was this which we had thought was a body.

There was nothing more to

Another Abdiel for the Navy

The new exercise minelayer H.M.S. Abdiel, designed by Thornycrofts, of Woolston, to meet M.O.D. (Navy) special staff requirements, and laid down in May, 1966, was launched and named on January 27 by Lady Hopkins, wife of Admiral Sir Frank Hopkins, the Commander-in-Chief, Portsmouth.

The new ship has an overall length of 264 feet, and a beam of 38 ft. 6 in. Displacement is about 1,200 tons, and her speed is more than 15 knots.

Thornycrofts built the first torpedo boat for the Royal Navy and, during and between the two wars, built 64 destroyers for the Navy. Since the war the company has been building frigates and destroyers, and the new Leander class frigate, H.M.S. Juno, due to commission in June next, is nearing completion.

Vosper, in the past five years, has sold overseas more than 50

warships, most fast patrol boats.

The new Abdiel is the third of her name to serve with the Royal Navy. The first, a minelayer, was launched in 1916, saw service with the Grand Fleet, and at Jutland, and was disposed of in 1936.

The second Abdiel, a fast minelayer, saw much service during the Second World War, being destroyed by enemy action off Taranto in 1943.



Commodore Lee

Commodore began with a bang

Commodore Hugh Lee began his term as Commodore of the Royal Naval Barracks, Portsmouth, with a bang. Using a 14 lb. sledgehammer he "knocked out the first brick" to symbolically start the demolition of the old Nelson Block.

This is part of an extensive ten-year rebuilding programme.

The new Commodore's previous appointment was as head of the Navy Section Operations Division at SHAPE in Paris. Other jobs have included Staff Communications Officer on the staff of the Commander-in-Chief, Portsmouth, Commander of the Royal Naval College, Greenwich, and Assistant Director of Plans at the Admiralty. Married, he has three daughters.

F.A.A. MUSEUM'S NEW EXHIBIT

Although pride of place in the Fleet Air Arm Museum at R.N. Air Station Yeovilton still goes, rightly, to a Swordfish aircraft, 22 of which crippled the might of the Italian Navy at Taranto on November 11, 1940, a new exhibit will command a lot of attention.

It is a Supermarine Walrus Amphibian, which was discovered in a scrap firm at Thame, and rebuilt by Fleet Air Arm maintenance ratings in H.M.S. Condor.

The museum will open for the 1967 season on March 17, closing on October 1.

Admission and car park are free.

RESCUED THE 'ENEMY'

During Exercise "Roe-dean, H.M.S. Naiad had an interesting night at anchor in Burghhead Bay. The frigate's job was to defend the R.F.A.'s Olva and Retainer from attack by Royal Marine swimmer canoes.

The weather, however, was so bad that Naiad ended up by "rescuing" the enemy and putting them up for the night.

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ALL DISTURBANCE CLAIMS TO GO TO BATH

The task of the Disturbance Allowance Claims Office in the Royal Naval Barracks, Portsmouth, was "civilianised" and transferred to the Principal Director of Accounts (Naval) at Bath on January 28.

The move was not entirely unexpected, for as long ago as 1948, when the Disturbance Allowance and Removal Benefits Scheme was first introduced, it was decided that the arrangement whereby all ratings' claims for Disturbance Allowance and associated benefits would be assessed and payments authorised by the then four Naval Barracks (Portsmouth, Devonport, Chatham and Lee-on-Solent) would be temporary, on the understanding that P.D.A. would eventually take over the assessment of all claims. Officers' claims have always been assessed by P.D.A.

It is interesting to note that in 1948 the scheme approved a payment of £15 Disturbance

Allowance to a rating for a qualifying move of his family into private accommodation, but disallowed any payment when a move into furnished married quarters was involved.

The allowance was increased in 1953 to £22 10s. and in 1959 to £50, which is the current rate. Nowadays a payment of £25 or £12 10s, depending on circumstances is usually made for moves into furnished married quarters.

There have been many changes since the scheme was first introduced, and many important concessions have been fought for and approved.

In 1963 the authority for assessing ratings' claims was centralised at Portsmouth. Since then this Authority has received an average of 15,000 claims involving approximately £1 million annually.

It is estimated that more than a quarter of a million claims by ratings have been received and assessed since the introduction of the scheme.

The Admiralty Board appreciates that the Disturbance Allowance and Removal Benefits scheme is a complex one, and that there is sometimes confusion and misunderstanding.

WEAPON PICTURES

The "Weekend Telegraph" is publishing on February 17 and 24 colour illustrated features on the weapons of the three Services. The main issue on February 17 will feature the weapons of the Royal Navy and the Army, the R.A.F. weapons appearing on February 24. Many of the photographs are unique.



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Founded in 1958 the Association helps both officers and ratings equally, and 3,937 individuals, including 1,131 ratings, have applied to the Association for advice.

As an indication of the Association's achievements during its first eight years, 869 officers and men have been advised on the direct investment of £5,250,089, and 2,078 officers and men have been helped in their search for employment.

Mortgages and life assurance policies have been arranged and several hundred officers and

men planning to run their own business have been advised and assisted.

The Association is dependent on voluntary subscriptions. Expenses are now exceeding income, and fresh sources of income must be found.

Support can best be shown in the form of donations from mess committees, welfare committees, or individuals. The Secretary's address is White Ensign Association Ltd., Suffolk House, 5 Laurence Pountney Hill, London, E.C.4.

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RARE 'NAP HAND' REPLENISHMENT OPERATION



DRUNK NEARLY ENDED DESERT EXPED.

Four members of the ship's company of H.M.S. Kent, racing the ship overland from Sydney to Fremantle, knew they had to face the perils of crossing a desert, with the possibility of crashing into kangaroos or eluding poisonous snakes.

What nearly finished them off was a very familiar piece of "civilisation." Travelling through the darkness they were nearly annihilated, head-on, by a drunken driver.

The quick reaction of the Kent driver, who really tested their Land-Rover's brakes, saved the situation.

They left the ship in a tropical downpour at 0700, and five days and 2,720 miles later drove down from the bush country in the hills behind Perth, with the Indian Ocean in sight, to reach Fremantle well ahead of the ship.

TV CELEBRITIES

They were received by television and radio reporters, and given a splendid welcome to the west.

The journey had been tre-

Refuelling drama

Gale-force winds were blowing when the Leander class frigate Phoebe took position to refuel from the Fleet auxiliary vessel Olva on November 12.

Four members of Phoebe's company were on deck, securing after the operation, when an extra large wave struck the deck, knocking the four sailors to the deck.

OS Phillip Brentnall was disappearing over the side when PO Dennis Cross grabbed his leg.

He, in turn, was held by the chief bosun's mate. Two other sailors, LEM Charles Connelly and AB Joseph Walsh were also injured.

Injuries ranged from cuts and bruises to broken legs.



OS Phillip Brentnall (left) and LEM Connelly

mendously exciting, with an average distance of 544 miles a day, along dusty and sometimes heavily corrugated potted tracks.

They were burnt by the sun, had their hair thickly matted by the dust, and smelt of wood fires and eucalyptus leaves. They were really overlanders.

In the desert of the Nullarbor Plain they arrived at midnight at Nullarbor itself, which was supposed to be a homestead.

SINISTER PLACE

All they found in a howling wind in pitch blackness was a tin shed, and by 4 a.m. rain began to fall. The whole place seemed so sinister they gladly decided to push on.

Breakfast on the last day consisted of a great hash of all the tins left over, cooked over an open fire, and soon Perth was approaching—as beautiful as all the travelogues say.

Before going to Australia, Kent had been to Hong Kong, where the ship was greeted by the band of the Queen's Own Buffs and the Royal Kent Regiment.

It was a very modern fleet which escorted H.M.S. Victorious down towards the Bismarck Archipelago: two guided missile destroyers (Kent and Hampshire), and three of the Leander class frigates (Arethusa, Cleopatra, and Leander herself).

SYDNEY VISITS

At Sydney, many of those with relatives or friends there took the opportunity to visit them.

Ordnance Artificer 1 Ronald Langham was able to stay with his mother and sister, whom he had not seen for 14 years.

Electrical Lieut.-Cdr. George Rallison, of Southend, even managed to journey as far as Wellington, New Zealand, to visit his brother.

For Kent, it was back to Singapore for Christmas, having steamed 28,000 miles and spent 70 days at sea since leaving Chatham on August 8.

A number of the wives and families are arriving in Singapore to join their husbands.

A rare replenishment operation in the Java Sea. The ships (from left) are H.M.S. Cleopatra, R.F.A. Olynthus, H.M.S. Victorious, R.F.A. Reliant and H.M.S. Leander, and they were returning to Singapore after the series of visits to Australian ports. The helicopter (extreme left) was transferring bread to H.M.S. Cleopatra.

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Thinking again on dearer subs

The National Council of the Royal Naval Association is to think again on the doubling of members' annual subscriptions. This was the decision, after nearly four hours of hard-hitting debate, at the extraordinary general meeting, held in London on January 21.

At the end of it all there was an atmosphere of satisfaction that the whole affair had been brought into the open, and grievances and misunderstandings ripped into with a forthrightness that spared nothing and nobody.

Admiral Sir Frederick Parham, the President, thanked the 164 delegates for attending, and in a reference to one fiery interlude said he would make no comment about the delegate concerned—"even if he was bloody rude to me."

The conference greeted this seamanlike non-comment with broad grins, and a few minutes later carried with acclamation a tribute to the President's restraint in the handling of a difficult meeting, and his patient determination to ensure that as many as possible got the opportunity to air their views.

Two views

The conference thrashed through the morning, but it was evident at the start of the afternoon session that the mood was for decision.

Eventually there were before



THE ROYAL NAVAL ASSOCIATION

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the representatives a resolution—

"This meeting suggests to the National Council that they withdraw the increase of 10s. in the subscriptions."

And an amendment—

"That the increase be held in abeyance for further consideration by the National Council, bearing in mind the remarks of the delegates present."

The President reminded the delegates that a two-thirds majority would be required to carry a resolution.

Voting on the amendment resulted in 29 votes being recorded for, and the President declared that it was not carried.

On the resolution being put to the meeting, 114 hands were counted in favour, and as the attendance was given as 164, this just gave the required number.

At the start of the meeting, the full extent of the crisis facing the Association became apparent as speaker after speaker from the various areas

VICE-PRESIDENT



Admiral Sir David Luce, who has been appointed a Vice-President of the Association.

went to the microphone and told of the branches which they said would die, and of the members who would be lost, if the decision to increase the subscription from 10s. to £1 per annum was put into effect.

Under heavy fire came the Auditor's "projected statement of income and expenditure for the years 1966-1970," and when his turn came to reply, he dealt exhaustively with the various points raised, and especially those concerning head office costs.

He explained that the head office staff consisted of the General Secretary (Lieut.-Cdr. L. H. Maskell), his assistant, and a cleaner responsible for all

Vice-Admiral Sir Fitzroy Talbot opens Port Talbot's new club

the offices in the building at 2 Lower Sloane Street.

End of lease

Other matters he dealt with were the reasons for putting money aside to have the necessary sum available when the lease ran out in 19 years time, the reasons for lumping together various items on the statement of accounts, the provision for depreciation on the General Secretary's car, and the basis on which the forthcoming expenditure had been estimated. The Auditor conceded that the estimate might have been pitched at a marginally higher figure than might be experienced.

"But it would only be marginal," he emphasised, "and the figures are certainly alarming."

The Auditor was warmly applauded at the conclusion of his explanations.

Despite the Auditor's statement that "he did not consider that people were overpaid in the Association," some of the delegates had their teeth into this, and were not going to let go. More details were demanded.

Eventually the General Secretary got to his feet and said quietly, "I get £24 a week."

There was a pause, and, it seemed, some surprise among the delegates. The subject was not mentioned again.

But one way and another the General Secretary had a rough passage, though subsequently the conference heard praise for his "unfailing help and courtesy."

In view of the financial situation, doubts were raised whether the Association could afford to spend on publicity, and on travelling about.

Economy ideas

The conference hammered on with blunt suggestions and replies on the various ideas put forward for cutting costs, and one telling point made was that even if the subscriptions were raised, the resultant loss of membership would mean ever-dearer subscriptions for those remaining.

As expected there was much argument about the Sloane Street offices, and the possibility of selling the lease, investing the money, and either renting cheaper rooms or exploring the possibility of free rooms perhaps in a naval barracks at one of the ports.

Delegate's views

The following comment on the special meeting has been received from Shipmate H. N. Fletcher, representing the Blechley (Bucks) branch:

May I express my utter disdain at the conduct of some delegates.

I was under the impression we went to this meeting to discuss our disagreement with the N.C.'s decision to raise subscriptions by 100 per cent, and, if possible, help them find ways and means of overcoming the present financial state of the R.N.A.

To try to recover ALL the losses of the association by pruning was rather an over-ambitious effort, but to think that the General Secretary's salary could be the answer to all our problems was not only ridiculous, but also an insult to all those shipmates who serve the Association one way or another.

Some of the attacks made on individuals and small committees was, to say the least, too degrading to be associated with.

I also hope the auditor made a very lasting impression on those who think a financial statement is nothing more than a shopping list.

While not agreeing with the drastic steps taken by the N.C., or the bad timing of same, I do not envy them the job they now have to do. (Find a workable

solution or lose the R.N.A.) Somehow I do not think it will be the latter.

I look forward to the day when the Association is financially stable enough to publish a verbatim report on such meetings, so that members can read word for word what their delegates say.

Would it not be possible for our General Secretary to publish, through you, a report from time to time, and even ask branches to send in their respective ideas on any subject?

This is only my personal feelings, but I wonder if other shipmates share my views?



PORT TALBOT'S £60,000 CLUB

Only three-and-a-half years after being formed, the Port Talbot branch opened its £60,000 Social Club, the result of much hard work.

The club itself has a large concert hall which holds 400 people, an attractive lounge overlooking Swansea Bay, a men's bar and games room. The

premises are on the Port Talbot sea front.

The opening ceremony was performed by the Commander-in-Chief, Plymouth, Vice-Admiral Sir Fitzroy Talbot, who described the branch's effort as "a wonderful achievement."

On opening day—December 2—gales were very much in evidence, and Admiral Talbot had to make the journey from Plymouth by road instead of by aeroplane as had been arranged.

Sir Fitzroy was welcomed on arrival by the club chairman, Shipmate W. Harding and Shipmate L. G. Robson, the secretary, and was then introduced to the committee. Among the committee men was Shipmate F. Johnson, whom the Admiral recognised as a member of one of his old ships.

Appropriately enough the first guests to the club were the ship's company of H.M.S. Palliser.

The secretary, R.N.A. Social Club, Port Talbot Seafront, Port Talbot, says the branch is looking for a ship's bell, or anything which will add a nautical touch to the club.

and in ways large or small set about raising enough money to match the outgoings.

In his final speech the President made a personal statement in which he expressed regret that longer notice was not given of the increase, and that more encouragement was not given to discuss the problems at the annual conference. "For that I apologise," he said.

He assured the delegates that all the points raised would be dealt with at the National Council meeting in February, and given the most careful consideration.

"But I feel I must stress that in the end the final decision about annual subscriptions must lie with the National Council," said the President.

His final appeal was for the best way of all to emerge from their troubles—a substantial increase in the membership. And that was up to the members.

When the conference closed there were probably some who would still have liked the chance to speak. However, there is opportunity for them and the branches they represent.

Bright ideas, the President said, would be welcomed in the post.

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DEATH OF CDR. WOOLLARD

Cdr. Claude L. A. Woollard, R.N., who was the founder and first chairman of the Royal Naval Old-Comrades' Association, died on December 25, 1966, at the age of 87.

It was in February, 1934, that Cdr. Woollard spoke to Admiral Mark Kerr on the subject of an association for ex-naval men, and, following a B.B.C. announcement on November 27, 1934, an inaugural meeting took place in London on January 3, 1935, and the R.N.O.C.A., later to become the Royal Naval Association, was born.

Cdr. Woollard's interest in the association did not flag, and he was still a member at his death, having been associated with several branches.

A man of immense energy and enthusiasm, he served during the First World War.

He had many interests and had sailed round the world three times. He was the founder of the International Association of Master Mariners, the Cape Horners (men who had rounded Cape Horn under sail), and regularly took part in the "Old Crocks" race from London to Brighton.

Another of his activities was to run the English Rose—from 1947 to 1960—an organisation for the sail training of young girls.

CALLING OLD SHIPMATES

AB Fred Stimpson—H.M.S. Flying Fish (pre-1914), and Stoker Bradbury, or any other who served with C.F.M.S.O. Luton, in last war, C. Osborne, 91 Hantley Road, Luton, Beds. enquires.

It is hoped to hold a reunion in the Plymouth area in the Autumn, 1967, of ship's company of H.M.S. Diana, second commission, 1956-57, Capt. S. Gower, R.N. Those interested should write to C. A. S. Smith (ex-Chief G.I.), 2 Dumfries Avenue, Crownhill, Plymouth.

W. C. Smart, Flat 2, 198 Beaby Street, Christchurch, New Zealand, who was on loan service from the Royal New Zealand Navy in H.M.S. Bangor from October, 1940, with Tel. F. Leigh and Sig. S. J. Watson, also from New Zealand, would like to hear from any who served with him in H.M.S. Bangor.



'TREMENDOUS PUNCH' OF NEW NAVY

Speaking at the annual dinner of the Portsmouth branch, Admiral Sir Frank Hopkins, Commander-in-Chief, Portsmouth, the principal guest, said that the present day Navy "is a Navy with tremendous punch and kick." It was more powerful than ever, and a "moderate portion" of the fleet could rapidly destroy both fleets which took part at Jutland.

Speaking of the disparagement of the fighting forces which is always evident between major conflicts, he told his audience that they could do much to help combat it. Ex-service men were the Services' best ambassadors.

"Make the Navy's case in Civvy Street," he said, "for the Navy relies for its very existence on a stream of young men of the highest calibre."

Admiral Hopkins said that the Navy should not become disconsolate on account of the Government's decision to abandon the aircraft carriers by 1975. The carriers were the core of the Navy's hitting power, and much could happen before 1975.

Mentioning that the Navy was receiving new frigates, that the Polaris submarine programme was going ahead, bigger ships were planned and better weapons were on the way, he went on to say: "I want to make it quite clear that the Navy is the finest fighting Service in this country or anywhere else."

Other speakers at the dinner were Shipmate E. N. ("Bob")

Pearn, branch chairman, and Shipmate Capt. G. C. Colville, R.N., branch president.

Wear parties done in style

Things are done in style when the Wear branch gives a party, and the functions during the recent festive season were no exceptions.

Just before Christmas the combined committees of the branch entertained over 100 senior members, their wives, widows of late members, and mothers of members. There was a dinner, each senior member was handed 50/-, no one was permitted to purchase refreshments, and an Old Time Music Hall show was put on.

At the conclusion of the party each senior member and every guest was handed a Christmas parcel. Those senior members who could not be present were not forgotten—the Welfare Committee saw to it that each received his presents.

Because the numbers were so large, the usual children's party had to be held in two parts—the younger children on January 3 (320 of them), and the others (230) on January 4.

Parties such as these cannot be arranged unless there is co-operation from everyone, and at Wear the main committee, and the welfare, entertainments, gardening club, submariners, and Wrens' committees, not forgetting the ladies' section which has done such good work during the year, all pulled their weight.

ing the year, all pulled their weight.

"Hammers" take Ramsgate prizes

For a small branch the shipmates of Ramsgate get about quite a lot, and, in turn, dispense hospitality with a free hand.

At the end of November the branch entertained the shipmates and wives of the West Ham branch at a social evening, numerous prizes being taken home by the "Hammers."

In December, in addition to the usual "get-togethers" in their headquarters, the branch enjoyed a Christmas Fayre with the Queen's Own Buffs Association, and also joined Deal for a carol service organised by the Salvation Army.

On December 15 Ramsgate held a "Bring and Buy" social, which helped to swell branch funds.

Vancouver veterans dedicate colour

For the first time since its formation, the Vancouver Naval Veterans' Association—the Canadian equivalent of the Royal Naval Association—took part in the Remembrance Day parade on November 11.

With the new Canadian flag, a White Ensign was carried in the parade.

On December 13 the Vancouver Veterans held a ceremony in conjunction with the Naval Reserve ceremonial divisions, when the colours were consecrated and presented.

BARHAM SURVIVORS

The tenth reunion dinner of the H.M.S. Barham Survivors' Association was held in H.M.S. President on November 26, and 150 survivors, relatives and friends were present.

Prior to the dinner the survivors attended Evensong in Westminster Abbey.

APPOINTMENTS

Twice a survivor—from H.M.S. Blanche, the first warship to be sunk by a magnetic mine, from H.M.S. Masona, bombed and sunk off southwest England after the Bismarck action, Dudley Leslie Davenport was promoted to Rear-Admiral to date January, 1967.

Appointments recently announced include: Admiral Sir Desmond Dreyer, President, Chief Adviser (Personal and Logistics), January, 1967.

Vice-Admiral Sir Peter Hill-Norton, President as Second Sea Lord and Chief of Naval Personnel, January, 1967.

Vice-Admiral Sir Frank Twiss, President as Second Sea Lord and Chief of Naval Staff, August, 1967.

Vice-Admiral Sir Peter Hill-Norton, President as Vice Chief of Naval Staff, August, 1967.

Capt. R. D. Cairns, Dolphin in command and as Capt. S/M1, April 3, 1967.

Capt. W. P. B. Barber, Vernon in command, July 12, 1967.

Capt. R. D. Lygo, Juno, February 20, 1967, and in command on commissioning, d.t.b.r.

Capt. P. W. T. Hammer, Cochrane in command, May 19, 1967.

Capt. R. S. Forrest, Scarborough in command and as Capt.(D), Dartmouth Training Squadron April 6, 1967.

Cdr. J. N. Humphry-Baker, Sirius July 31, and in command, d.t.b.r.

Cdr. N. R. D. King, Leopard in command, d.t.b.r.

Cdr. F. R. Compton-Hall, Ashanti in command, d.t.b.r.

Cdr. B. G. Young, Wiston in command as Senior Officer M.C.M.9, d.t.b.r.

Cdr. M. E. Barrow, Torquay in command, April 5, 1967.

Cdr. J. A. G. Evans, Mohawk in command, April 7, 1967.

Cdr. W. D. M. Staveley, Zulu, February 17 and in command, d.t.b.r.

Cdr. G. I. Pritchard, Decoy in command, January 7, 1967.

Cdr. D. W. Ashby, Walkerton in command and as S.O. 7th M.S.S., d.t.b.r.

Cdr. R. A. G. Nesbitt, Hydra in command, February 6, 1967.

Cdr. J. D. J. Hawksley, Tiger in command, January 1, 1967.

Lieut.-Cdr. W. Thorniley, Pension in command, January 25, 1967.

Lieut. P. S. Warrington, Chawton in command, d.t.b.r.

H.M.S. Sluys, the "Early Battle" class destroyer (3,361 tons, full load), was handed over to the Imperial Iranian Navy at Southampton, being renamed I.I.S. Artemis, on January 26.

'SIXTEEN BELLS, SIR'

The youngest sailor on board H.M.S. Victorious, at that time in Singapore, ringing in the New Year, while Capt. I. S. McIntosh, R.N., ensures that the correct number of bells are struck. The youngest man on board is Junior Seaman Addington, who lives at Guston, near Dover, and who is 16 years and four months.

The carrier spent Christmas, 1966, undergoing a four-week self-maintenance period in Singapore, and many of the officers and ratings took the opportunity of having their wives out for the holiday, but for most people Christmas was spent in or around the swimming pools and bars of the naval base.

Volunteers, working in the evenings when the ship has been in Singapore and during the recent festive season, have been decorating the Cheshire Home on the outskirts of Johore Bahru. This home for the incurable, has about 26 residents.

The lounge and six large bedrooms have been redecorated and, before the ship leaves the station, it is hoped to have the exterior done.

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NAVY SOCCER HAS TURNED THE CORNER

Guernsey 'jolly' well worth while

PUTTING SERVICE CYCLING 'ON THE MAP'

BY BENBOW

At the recent executive meeting of the Royal Navy Cycling Association it was felt that by promoting cycling events with civilian clubs—an arrangement which has built up considerable goodwill—the association has become less well known in the Navy itself.

Furthermore, in the pursuit of the skill required for special events, the Combined Services and Inter-Service events have been somewhat neglected.

It was decided, therefore, that various individuals would be responsible for stimulating interest in those activities which have, of recent years, taken second place.

CAMPING WEEK-ENDS

Apart from concentrating on Combined Services, Inter-Service, Inter-Command, and Inter-Ship events, individuals have been made responsible for ascertaining the possibility of holding road races, team time trials, and individual time trials around Horsea Island for Service personnel only. Other possibilities are regular roller competitions in H.M.S. Sultan, meetings with touring sections of other cycling associations, a tour abroad, a camping week-end, and so on.

The executive committee feel that the new approach, together with certain administrative changes which are desired, for example the possibility of checking virtualised members to duty Ration Allowance when away representing Command or Royal Navy, will have the effect of making the association more widely known in the Service.

As in 1965-66 the Royal Navy soccer team appears to have turned the corner with the end of the year. The New Year found the Navy in a much improved position, despite the dismal displays in the early part of the season.

The recent Guernsey trip proved four things: (a) the nucleus of the Navy XI is sound, and the regular players are the best possible; (b) it is fruitless to try to find goal-scoring centre forwards from among the usual defenders; (c) the Navy youngsters are proving their worth and making daily advancement; and (d) there is keenness and "get-togethers," such as the Guernsey trip, help to build up team spirit.

In Guernsey the Navy side won both matches, and the Jubilee Cup—a new award for this competition. The Island second eleven was beaten 1-0, and the full side was beaten 4-0.

GOOD ISLAND TEAM

Last season the Navy went down in both matches, yet the Guernsey F.A. was of the opinion that its team this season was better than normal.

It is obvious that Hyde of H.M.S. Collingwood is good enough for the Navy side and it was also obvious that in Bracher (Ganges), Metcalfe and Jaques (Mercury) there are three very able players available as replacements and as members of the R.N. squad.

The visits to the Channel Islands may be considered a bit of a "jolly," and this year's was no exception, but they are nevertheless important, for it is seldom that the R.N. XI can get together and talk things over.

This was possible in Guernsey and the management and the

team were able to "let their hair down" and really discuss the players' problems, with the consequential appreciation of the individual difficulties. The players' likes and dislikes were aired and all felt the better for it.

'ALL-OUT EFFORT'

Emphasis was placed on an "all-out effort," and the "urgency" of chasing the ball right into the net.

Both these points bore fruit, two goals coming from these follow-up methods, and the team, as a whole, played with urgency and determination.

This is something that normally is only produced at Inter-Service level.

Satisfaction is seldom, if ever, easily reached, and experiments must be continued. In the match with the U.A.U. at Portsmouth on January 18, three changes were made in the hope of producing the "striking" answer which the team so badly needs.

Too much importance cannot be placed on this "get-togetherness." Invariably the Navy team can only talk at the point of embarkation or just prior to the game.

NEED TO GET TOGETHER

Every team, as Alf Ramsey so ably advocates, is the better for this "get-together" and, in the absence of sufficient match practice, is obviously the next possible progression to team efficiency.

The Royal Navy team should

WON FIVE FIGHTS IN TWO DAYS

BY PUNCHER

Because of leave periods, which stopped regular training, January was a quiet month for Navy boxing, but all efforts are now being concentrated on the match against the Royal Air Force at Stanmore on February 9.

The first match of 1967 took place at Christchurch, the opponents being, in the main, from the Army, all being second string Army representatives.

The Navy boys were not very successful, winning only three of the 10 bouts. One of the Navy losers, however, LS Goddard, who lost on points, won the special prize for the best boxer of the night.

AB Gritt, LME Frampton and LME Wright won their matches but ME Weeks, PO Phillips, ME Pardoe, EM Brewer, LS Goddard, App Robb and REM Fryer all lost.

LME Frampton, who has been out of boxing for two seasons while serving in H.M.S. Defender, deserves special mention.

After his winning fight at Christchurch on the Friday, he travelled to Eastbourne the following day to box in the Southern Counties championships. That day he had four bouts, winning all of them on points, and running out the lightweight champion.

be permitted more chances to get to know each other.

It is hoped that in March, over the period of the Inter-Service games, the coaching courses, refresher and preliminary, provided for the Navy Squad, will be supported and made possible, and no hindrance be placed in the way of improving the team.

More could be written about competitions, but this, probably, will be enlarged upon in subsequent articles.

WALLABIES SHOWED US HOW TO WIN MATCHES

RUGBY NOTES

BY NIMROD

Congratulations to Mike Davis on his 12th England cap, and congratulations to him, Colin Gibson and Trevor Gatehouse for an excellent game at Twickenham on Boxing Day for the Combined Services.

Brian Goodwin played for South Eastern Counties and Tony Hallett for Southern Counties against the tourists.

It was a fitting honour for Inst.-Lieut.-Cdr. Ioan Lewis to be appointed touch judge and reserve referee at the England v. Australia game.

As honorary secretary to the R.N. Rugby Referees Society he has done a lot of hard work in building up the efficiency and reputation of the Society. He is on the County panel and has refereed many County matches. May his example encourage others to take up the whistle when they hang up their playing boots.

On March 4 the 50th Navy versus Army match will be played at Twickenham, and to celebrate the occasion a ball is being held at the London Hilton Hotel in the evening. All players, past and present, should support this function.

Team had second half blues

By quite brilliant play the United Services (Portsmouth) Rugby XV led Old Alleynians by nine points to nil at half-time at Portsmouth on January 14, but in the second half the side seemed to be half asleep and, while not adding to their score, allowed their opponents to monopolise the game, and to score perhaps the best try of the afternoon.

In the first half the Services team, led by Mike Davis, who was in tremendous form, showed the R.N. Rugby selector, Cdr. Alun Meredith, just what the team was capable of, and he must have been impressed.

Fine game on quagmire pitch

In their first ever match against Cross Keys on January 21, United Services (Portsmouth) lost by 3 points to 13, but the game was an entertaining one throughout, and more even than the score suggests.

Colin Gibson was unable to play because of hamstring trouble, and his absence meant that there was a lack of enterprise in midfield. Alun Jones, the Services full-back, played a fine game, and a new left winger, Dave Shaw, also played extremely well.

The conditions were trying, the pitch being almost a quagmire, but there was fine play on both sides, and the game augured well for the future. It has been arranged that the match shall be a regular fixture—home and away on alternate seasons.

Lost after half-time lead

Despite leading by eight points to nil at half-time in their match against Hampshire on January 25, the Royal Navy Rugby team eventually lost by 13 points to 8.

Sub.-Lieut. Cunningham scored all the Navy's points.

ROYAL NAVY.—POME J. G. Rodd

Able Seaman wins Navy ski-ing cup

Although the Army won the 36th British Services Skiing championships, the Royal Navy finished a close second. Lieut. Borradaile of the Army won the downhill section and the slalom.

Outstanding man in the Royal Navy team was AB Harry King, who was fourth in the downhill and second in the slalom. He won the Navy Cup for his performance.

NAVAL GUN CLUB

In an attempt to channel the enthusiasm of Service personnel interested in shooting—game, clay pigeon, wildfowling or rough shooting—into a central body, able and keen to develop, and to maintain shooting facilities, a new club, The Naval Gun Club, has been started at Portsmouth.

At the first meeting of the committee under the chairmanship of the Rev. David Stewart on November 23, the rules, safety regulations, insurance, subscriptions, etc., were agreed.

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The Portsmouth Royal Navy Football Club, which came into existence in an effort to bridge the gap between establishment football and occasional Command matches, has teams in the Hampshire League, Division II and the Portsmouth F.A. Senior Division I, and these teams are in comfortable mid-table positions.

In addition the club has a Youth side, which will provide a natural ladder of progress for the younger player, and both Command and Navy sides will reap the benefit in due course.

Lieut. Dennis Probee manages the senior team and "Florrie" Ford the junior one, and Lieut. Probee devotes a great deal of his time to the Youth side.

With men like Jim Coates, Terry Spilsbury, Derek Godwin, Roy Wilkinson, Brian Crawford, "Dolly" Gray, Dave Blandford, Ron Mitchell, Roy Armstrong, "Pincher" Martin, Ben Lyon and Jock Farquerson in the various sides, the club seems assured of many good games.

Navy promotes Cyclo-cross

The National Cyclo-Cross Championships are being promoted by the Royal Navy at Birmingham on February 11, and the following have been selected to represent the Royal Navy—CERA D. Warner (Britannia), CPO Wir R. Carter (Sultan), POM(E) K. Milner (NBCD School), NAM(O) S. Noakes (Daudalus), LM(E) R.

SPORTING ROUND-UP

Hendry (Drake), AB M. Kavanagh (Drake) and Mne T. Philip (43 Cdo).

Many open-time trials are being promoted by the Plymouth Command Cycling Club between March 4 and July 26, and all events are open to all ranks and ratings of the R.N., R.M., W.R.N.S., and Q.A.R.N.S. Details can be obtained from Wdmtr Sub Lieut. J. A. Fowler, R.N., R.N. Hospital, Plymouth.

Lady Hopkins presents cups

At the annual general meeting of the Royal Naval Sailing Association on January 6, Lady Hopkins, wife of Admiral Sir Frank Hopkins, Commander-in-Chief, Portsmouth, the Commodore of the Association, presented the prizes.

Prize-winners were:
Hammond Cup: Sub - Lieut. J. L. R. Williams

Monsell Cup: Britannia Royal Naval College, Dartmouth.

Craven Phillips Cup: H.M.S. Mercury.

St. George Cup: Mr. K. Adlard Coles.

Vice-Commodore's Cup: Lieut. R. Pattison.

R.N.V.R. Auxiliary Patrol Cup: Cdr. E. A. Woodward.

1967 programme for Saddle Club

The Royal Naval Saddle

Club racing programme for 1967 comprises—

(a) Royal Naval Saddle Club race with the Garth and South Berks Hunt at Tweseldown, near Aldershot, on February 25.

(b) The Royal Marine Saddle Club race with the Cowdray Hunt, near Midhurst, on Easter Monday, March 27.

(c) The Royal Naval Hunt Cup race with the South Devon Foxhounds at Forches Cross, near Newton Abbott, on May 16.

Additionally there are other races on February 18, March 17 and 18, and March 29.

Anyone wishing to ride, or can enter a horse, should contact Lieut.-Cdr. Charles Poynder, Little Heath Stables, Round-the-Bend, Tidmarsh, Pangbourne, Berks.

Navy eleven 'all at sea'

The Universities Athletic Union seemed, at times, to be making rings round the Royal Navy soccer 11 at the Victory Stadium on January 18, and ran out winners by two goals to one.

On a pitch which was soon churned into a morass, the Navy XI was "all at sea," and it was, as usual, a fine defence which saved the side from an even bigger defeat. As it was, it was an own goal by centre-half Brian Dixon which gave the U.A.U. the victory—a victory which was rightly theirs because of the team's ability.

Roger Towse, Cliff Hyde, and Brian Dixon had been brought into the Navy side in the hope that the attack could be improved, but it could not

SPORTSMAN OF THE MONTH



Clr. Sgt. Derek Evans, R.M.

"There's nothing wrong with boxing—if it's properly organised," says our Sportsman of the Month, Clr. Sgt. Derek Evans, R.M. And he ought to know, for he has been connected with boxing for 30 of his 40 years. In 17 of them he had some 250 bouts and, after retiring from active boxing, has been engaged in coaching in the sport.

Sgt. Evans left school at 14—he boxed for the school team—and his first prize, a small medalion, was won in 1942 when he was 15, boxing for J. and E. Hall's, of Dartford, a well-known club which put Dave Charnley on the boxing ladder. He joined the Royal Marines

he said that any of the three really shone.

Spilsbury had a fine game. Some of his saves were splendid.

Royals coach has fingers crossed

Clr. Sgt. Derek Evans, the Royal Marines boxing coach, is keeping his fingers crossed, for he reckons that his squad of boxers can retain the Navy championship next month.

His squad are receiving lots of invitations to box, some being against good-class opposition, and he says "the experience is invaluable."

Five Royals boxed at Kingston-on-Thames last month, three bouts being won and two lost, but of the two, one was reckoned to be the best bout of the evening. Marine Cornish lost, by a majority decision, to Mark Winters of the Southall A.B.C.

The three winners were Max Smith, George Stables, and Ron Adam, and the other loser was Dave Boden.

NOVICE BOXING

The carrier H.M.S. Victorious did well in the Fleet Novices Boxing championships, winning seven out of the 12 bouts in the finals, and being the winning team by a margin of 20 points. The Best Boxer trophy went to OS Voce.



CPO J. Harvey, captain of the successful Naval Air Command hockey team, which won the Inter-Command trophy by beating Plymouth, Portsmouth and the Royal Marines teams.

Slogger for 17 years —never knocked out

in 1945, and his first foreign draft was to Hong Kong with 44 Cdo, and subsequently with 40 Cdo in the Mediterranean.

Although he boxed occasionally during that foreign commission, it was not until he returned to Plymouth in 1949 that he took up the sport seriously.

In 1950 he won the Devon, Dorset, and Cornwall A.B.A. middle-weight title, and this was followed by the R.M. middle-weight open. He was the Corps light middle-weight champion for 1951, 1952, and 1953.

In the R.N. Finals in 1951 and 1953 he lost to the Scottish International Desmond Philips. He also represented the Navy on

three occasions — against the R.A.F., Wales, and at the I.S.B.A. meetings.

Clr. Sgt. Evans says he was a slogger—always ready to have a go—but he was never knocked out.

He took up coaching after qualifying as a P.T.I. in 1951, and his efforts have been rewarding in that his youngsters have had considerable success.

Last season the Corps won both the Open and Novices Championships, and he says he would like to repeat that success this season before he leaves the Service next August.

Married, Clr. Sgt. Evans has two children, Mark (9) and Tracy (7).

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The water polo team of H.M.S. Victorious continue to uphold their reputation. Of six recent matches they won five and drew one

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